THE SAILORMAN

A Periodical Journal published by the Polynesian Catamaran Association

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I must go down to the sea again, for the call of the running tide
Is a wild call and a clear call, that may not be denied;
And all I ask is a windy day, with the white clouds flying,
And the flung spray and the blown spume, and the seagulls crying.

John Masefield.

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Volume 4-3

DECEMBER 1975

WAITING FOR A BREEZE

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The AGM is to be held in London on the 3rd January, 1976 at the Richmond Community Centre. Facilities will be open to all from about 2.30 p.m. onwards, for those that want a chat. The main meeting will start about 7 p.m.

I am pleased to inform members who wish back copies especially of certain articles, that Robin Fautley has very kindly undertaken the job of reproducing these for a small fee, which will go to PCA funds. Thanks also to Sheila Johnson for helping to compile the new membership list.

It would be greatly appreciated if all drawings and sketches that are sent in, were to be done in ink.

I hope Area Secretaries at the AGM will put forward provisional dates for 1976 meetings, so that they may be published early in the Mini Sailorman next year, so that members may not be disappointed.

Paul Thompson from the Pacific North-West, writes to tell us of a very successful summer meeting, a report of which is to follow in the next issue.
Ruth Wharram has been to Australia to see Builders and Sailors there. The point I wish to make is that the PCA is a thriving and vigorously active world wide organisation with plenty to say. I hope that the Sailorman illustrates the point.

The Cornish contingent of the committee are resigning at the next AGM. Peter Davey, Keith Searle and Graham Hopton feel, rightly, that they have done their whack. Nominations for new officers should be sent to Peter Davey as soon as possible. If you want to be at the centre of this thriving, expanding and exciting association and are prepared to work hard then please, please lend a hand. Since John Corke and myself are in the London and SE area, it would help committee work if new officers were from either this area, the east or the south. However, I do not wish to deter those from further afield.

Happy Christmas,

The Editor.

JIM'S COLUMN

There was a minor revolt at the PCA Portland summer sailing meeting; a revolt quickly settled by realistic concessions. The women attending the meeting refused to continually be baby-minders and/or food providers. They wanted to sail and navigate a boat without any men around, breathing male superiority down their necks. This male superiority, I may add, is only "stiff upper lip", when we males are terrified out of our wits by what a determined sailboat can do - in all fairness, we often haven't a clue what the hell is happening when the women of the boat asks, "What's going on?"

However, at the Portland meeting, all the women, minus kids, went off for a morning's sail on the Tangaroa Mk. 1V, skippered by Maggie, Hanneke, Nuala and Lesley of James Wharram Associates. They sailed extremely well, and at the end of the sail shone with sleek pride. (For those whoe were not there, they were an extremely attractive crowd of women!!)

Their general comment was how much they had learnt, and how much more they understood their "man's" problems when at sea. They were also encouraged to push on to completing their own boats, and were eager to sail. Their attitudes tied in with what we have observed in this office: that usually the man is the originator/ leader and the "forward talker" in buying the plans, but in the boats that get finished and sailing, the woman has become very much an equal partner, and in some respects, a stronger, more determined person than the man himself.

Buying the larger design plans, is to become a PIONEER in big letters, for anyone who spends most, or all, of the families savings on a sailing boat which is going to take one, two or three plus years to build, then the plans to sail off across the oceans is undertaking an enormous task fully comparable with the families that sailed on the "Mayflower" or "trekked" across America, South Africa or Australia on ox carts. It is an historical fact that the back bone and ultimate success of these groups was due to the special qualities imparted by resolute women. These qualities can be fostered. Far too many Polynesian Catamaran women have felt on their own when their man has lost hope of ever seeing the boat finished, or experiences the first fears that being out on the open sea can bring. Future PCA meetings must pay more attention to giving women the chance to compare notes and to sail as a group. The Sailorman hopes to receive more articles from women on their point of view. We want to concentrate on running a proper Sail Training and Navigation School, with emphasis on training joint family sailing teams. Our problem has been the Sailing base. We have had nothing but bureaucratic obstruction over the last 12 months to establishing it here in Pembrokeshire. So we have bought a base in Ireland on the River Barrow, leading from Waterford Estuary to New Ross.

Regularly, we receive references to the sea-worthiness of Polynesian Catamarans. The next aim is to build up a core of seamanship knowledge, so that the general public will instinctively expect a Polynesian Catamaran sailor to have above average ability. But we must face the hard truth of what can go wrong. To this end the Sailorman plans to have a "Missing ships" page. Robert Evans, an aircraft accident investigation expert with the navy, will, with other experienced Polynesian Catamaran sailors, eventually draw up a report, after investigating each accident to determine whether it was caused by pilot structural or design failure, or an act of God.

We have a stand at the London Boat Show in January, and it is positioned near the balcony and the little-village-stall section where the electronic equipment is exhibited. Part of the stand will be devoted to PCA affairs. (Volunteers welcome for work). The PCA will become more widely known to many people who are looking for some such vigorous group to belong to. Perhaps some of the RYA officers will drop in, and explain in person, their persistent refusal to give the PCA, the largest multihull group in the U.K., a voice in multihull affairs.

ASSOCIATION NEWS

ORO

Ian Toddun of Rotoroa Island, Hauraki Gulf P.B. Auckland, N.Z. has been having trouble with short supplies of timber. Ian says that there are several other Polynesian Catamarans out there and so hopes to form a local association. There are 2 ORO's, one of which is afloat along with a NARAI, with another one under construction. Also building are two TANES.

Peter Durbessich-Reed of 14 Stoner Close, Sandwich, Kent, would like to hear from past and present ORO builders about any pitfalls in building and also any advise they can give. Does anyone know of reasonably priced supplies of screws and other fastenings?

ARIKI

Ted Berry of Flat 1, Talbot Street, Motueku New Zealand, has launched his ARIKI. Mast is 10" x 7" aluminium. Engine - 20 hp Sachs-Wankel driving 13 x 8 3 bladed prop thru F/R Rucatti box. This gives plenty of power at half revs. Engine and 11' drive shaft are locked so that when the shaft (and prop) are lifted, the engine (on a pivot) tilts forward.
Ted's ARIKI self steers to windward with main and 440 sq. ft. genoa and he feels the boat is powerful with deceptive speed.

NARAI

Crawford Owen is progressing on his NARAI, but is not sure about the launching date, but then is anyone?

Ronold de Boer and Maryke Boon are nearing completion of their boat at Groningen. Nico Boon is busy making the wishbone for the trysail. They hope to have launched and had trials by Autumn 1975.

Bas Wills of Worlington House, Instow, Nr. Bideford, Devon has just started to build. Hope all goes well!

Pete Benson has moved his NARAI down to Queenborough, where we hope to see him complete the building and get the boat rigged.

Ian Reid of 32 Golf Club Road, Worthing Post Office, Barbados now has building plans for his NARAI. He would be most grateful to hear from other builders about any particular problems that they had. Ian would also like to know more about the wishbone rig. So NARAI sailors, how about dropping him a line.

Bob de Beauchamp, I hope will have been afloat this summer. Bob has made his own sails out of Vivatex 12 oz. cloth according to a sketch of Major T.S. Morgan's gaff rig. Bob says his hulls are sheathed in glassfibre, although they were previously covered in nylon. He says he made the mistake of filling all cracks, nail holes and imperfections with polyester putty, and then sheathing in nylon. After a while the nylon pulled away from the polyester putty, so had to be stripped off the hull and the hull sanded down. Readers take not!
Bob has made most of his fittings from iron and then sandblasted them. This has been followed by a coat of Dimetcote No. 5 This is composed of a zinc - lead silicate base and is supposed to be superior to galvanising in a marine environment.

ASSOCIATION NEWS

continued.....

RAKA

Brian Milne of 34 Richards Street, Carnarvon, West Australia, 6701, hopes to be afloat by Christmas. Mast is 38' 8" x 5" aluminium section. Hulls are glassed and painted with Dulux Durathane, a two part epoxy primer followed by a two part polyurethane gloss. Should be 5-10 years before repainting.

John McCartney of 19 Alton Avenue, Northcote, Auckland 9, N.Z. is building a RAKA. He started in '73 and hopes to be afloat in '76. He has modified the rig to give more sail area for the light conditions in which he is to race.

TANGAROA

Eddie Piddock has moved his cat down to Queenborough from Isleworth. Eddie hopes to have her fitted out and rigged sometime next year. Keep going,mate!

Piet Kuyper, we hear, has recently launched his beautifully built TANGAROA in June of this year. It was lifted by crane over the roof of the house and down the side of a bridge.

In Friesland, the Dutch Multihull Group, C.T.C., met on June 15. Many Wharram designs were present. Over 80 people attended the dinner party. Paul van Deenen came from the south of Holland with his Tangaroa, looking more and more like an old Dutch botter!

George Snyder of Seattle, Washington, U.S.A., hopes to launch next year. George has sent us a report of his progress, and also a report of the Polynesian Catamaran scene at Puget Sound. Thanks George.

TANE

Gerhard Bobretzky of Wien, Austria, has launched his TANE on Neusiedlersee - a big flat lake in eastern Austria.

"MANU RERE", belonging to A. Hather of Home Farm, Hackthorn, Lincolc, has had many miles of water pass under her decks, with cruises to Amsterdam at Whitsun and a summer voyage to the Forth. A larger boat is now required for more comfort and accommodation:
WANTED.....NARAI a good home provided. Contact the above address.

Gus Wisoky - GPO Box 804 H, Hobart, Tasmania, 7001, Australia, is about to start a TANE and would welcome advice from previous builders. Gus feels that "builders notes" would be useful to iron out problems during the building. (Many others have mentioned this problem too. This is what the SAILORMAN is for. If, however, enough information was amassed, then special notes could be produced).

HINEMOA

Tom Jones has recently completed an epic voyage in TWO RABBITS to Bermuda and back. On the way back he got caught in storm force winds of 55-60 knots! Glad to have you back Tom and to relate your experiences. More about this amazing experience later.

Sam Nelson and SILVERHEELS (No. 21) have been doing very well in club racing at Troon on the Clyde.

ASSOCIATION NEWS

continued.....

HINEMOA

Richard Bumpus has been flitting across the Channel averaging 8 knots pushing 10-12 knots from Boulogne to Dover, a 25 mile 3 hour run in SURF SONG.

HINA

Larry Armstrong of 8 Ridge Point Crescent, Toronto M6M 2Z8 Ont., Canada, sent us two great photos of his HINA No. 222. Larry took 22 months to complete the boat and launch it in July '72. Hulls are factory grade fir on fir stringers. Hulls are glassed including decks, except for beam troughs which are painted. Rig - bermudan with alloy mast with which Larry is very pleased. Have covered 24 miles in 2½ hours! Great going Larry. With regard to weather helm in strong winds, try raking your mast forward: I don't think excessive weather helm is good if it makes your boat hard to handle. Further, you could try reefing the mainsail.

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"What ever happened to....."

Graham Cox wrote to us from Darwin, Australia, that he had sold his Tane Hulls in late '73 and then bought an old monohull cheaply. He sailed for N.Z. in April '74 and got caught in a cyclone. Graham hove to for eight days before being driven ashore onto rocks in southern N.S.W. He goes on to say that he got no sleep and suffered from hallucinations. It was obviously a very shattering experience. Graham was not at all taken with Sydney, and so pushed off to Darwin, where he says the people are honest, they look you in the eye and speak from the heart. He now hopes to start a Tanenui near Brisbane.

Good on you, mate. How is that for spirit and determination.

Jim received a letter from Jim Kings and Wendy Smith last summer. As you may know Jim built a Narai and then set sail for the West Indies, when he met Jim, Ruth and the Girls at Las Palmas. TAHIA crossed to Barbados in 31 days. Having passed through the Panama Canal they sailed for the Cocos Islands as they had no visas for the Galapagos. They visited Nuku Hiva and then onto the Marquesas visiting Va Pou where they had a true Polynesian welcome. The welcome was even better at Ahe. They left with shell leis Tahiti was the next stop, followed by Moorea, Huahine, and Bora Bora. Next stop Fiji and then on.....(dream on, as I put this mag together!)

PUGET SOUND REPORT by George Snyder.

George is presently constructing his Tangaroa KAUAMEA (one of the Polynesian navigation stars in the spring sky.)

Of the 100-110 strong membership of the Northwest Multihull Association, I know of 4 Polycat builders along with one which has already been launched. Gary Garer of i423 N. 147th, Seattle, Washington is building a standard Tane.

Jim and Debbie Hovarka, Rte. 2, Box 263, Yakima, Washington 98902 were in the planning stage with a shed for an Ariki.

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Puget Sound Report continued.....

Gary and Joan Lepak have their Oro on the water. Named SEA URCHIN, she was launched in April '74. Modifications are; No bulwarks, keel to keel beam increased 8" to give overall beam of 20', modified outboard bracket pivots up under the rear net, modified centre decks with slats running athwartships supported by 2" x 4" beams that hang from the cross beams; cutter rig with 730 sq. ft. area, mast is 41' with mainsail laced up to the lower shrouds (30') and then set flying above. It works well. They live aboard and plan to sail to California and Hawaii.

George goes on to say that SEA URCHIN is sheathed with Polypropylene and epoxy. Both he and Gary feel that if there was a next time, that only seams and underwater would be fibreglassed. Hatches are flush and each cabin has sliding plexiglass ports which provide the only ventilation. There is not standing headroom in the main cabins because Gary has lifting hatches.

The cutter is powerful, maybe too much for two to handle on such a large boat. The staysail boom snapped because they couldn't reduce sail fast enough in a blow. Talk turned to the Chinese Junk sail and its handiness. Tom Colvin is an authority on this rig in the States, and has written a book comparing various rigs in 'Coastwise and Offshore Cruising Wrinkles' (published by Seven Seas Press, 32 Union Square, New York, N.Y. 10003)

Boyd Bush, 10222 N.E. 26th., Bellvue, Washington 98004, is completing a Tane. He bought partly finished hulls which have since been completed. Beams are laminated. Boyd is uncertain about the rig.

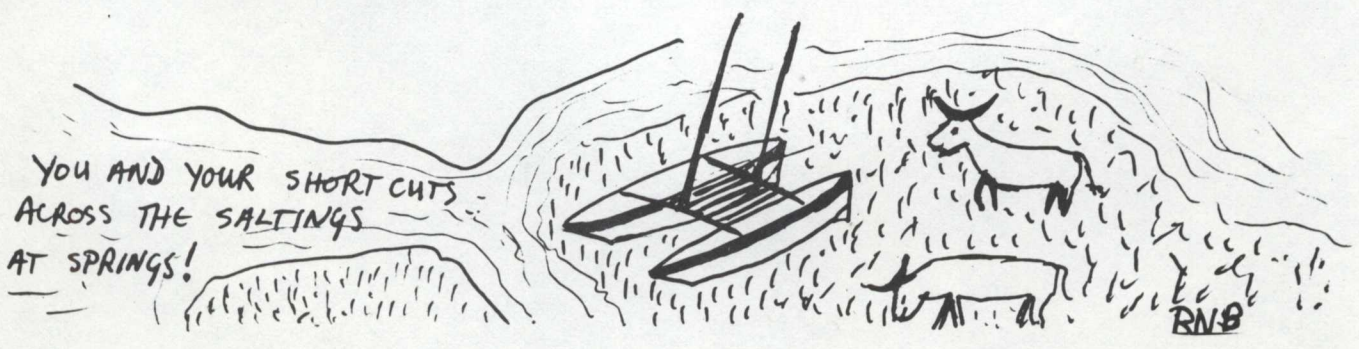
George hopes to launch KAUAMEA next year, and hopes that the weather holds, the wine stays good and the women willing. We have a report later on the building of KAUAMEA.

REPORT FROM AUSTRIA by Gerhard Bobretzky.

Gerhard says that there are five cats abuilding that he knows of. They include a Tanenui, of which he knows little, his own Tane which is sailing, a Hina under construction, as is a Hinemoa, and an Oro whose owner is shopping around for materials, though now presumed to have started.

P.S. NARAI

Crawford Owen's boat is called 'VALHALLA VISITOR'. He says that this is his fourth project and has now had ten years experience in boat building. Valhalla Visitor is now well into the third year of construction. The craft is Government documented and the measuring officer's figures appeared to have come out wrong as the cat's displacement turned out to be 14 tons net!! Launching is expected this year with rigging later. Crawford feels that a Narai is a small 40 footer, but with careful planning advantage can be taken of the layout.



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continued.....

Crawford offers some advice to the builder:

Good workmanship may save your life some day: get to know other boating people, listen to them, then sort the wheat from the chaf; keep things on a boat simple and put the goodies on when in the water and when you know what you want: boating friends will give you all sorts of junk they think you might need. Never turn it down, as you may be able to trade it in for something you really need e.g. an old generator from a diesal engine for an anchor: help your neighbours, they might help you: Crawford has a few strong words for wives and girl-friends who don't fit in with the project: why not form a company, get a load of headed stationery with a name 'Something or Other Marine' and get 20, 30 even 40 per cent discount on mail order purchases.

Any P.C.A. members travelling through South Carolina, feel free to get in touch with me. There is beer in the fridge. Any advice gladly given. Maybe Ian Reid of Barbados will take note. Address: 2 Bose Court, Mount Pleasant, South Carolina, 29464. Telephone: 803-884-8658.

P.S. TANE

We hear that LAA MAO MAO, that dreaded South Coast Tane, covered 650 miles around Brittany and the Channel Islands in the first half of August and cemented the Common Market by anchoring in the middle of the municipal car park at Mont St. Michel on the top of the spring tides! More of her dubious exploits later.

We also hear that she may be up for sale to a good home in the spring. Any offers for this gently sailed, almost one owner, under canvassed gin palace? Offers to: Capt. J.W.F. Briggs, Bosviers House, Nile Street, Emsworth, Hants.

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SUMMARY OF MEETINGS HELD IN '75

Whitsun at Queenborough by Ted Johnson, Sheerness, Kent.

Another very successful meeting took place at Whit, to which about 60 came. We were very pleased to have eight boats present. They included Fred and Chris Short's Oro, Frank and Pat Squibb-Mortain's Narai, the Tanes of John Shackell, Alan Davidson, Tony Meakin and Ted Johnson, the Editor's Hinemoa and Fred Faccenda's Hina.

The weather was cool with light breezes on the Saturday. Sunday saw a good breeze when all boats bulging at the hatches and well laden with crew, set off for Stangate Creek.On the Monday, the wind blew force 6-7 and no one really ventured out.

We were delighted to see Jim, Maggie and Hanneke over here for the first time. On the Saturday evening there was a get together in the Church Hall where there was a bar. A bar-b-que was organised at the Hall on Sunday night, which I hope all enjoyed. We were pleased to welcome and chat to a number of new members who had just joined us.

On behalf of those present, I would like to thank my wife Sheila, Fred Faccenda and Chris Giecco for the bar-b-que; to Mick Luckhurst for tending the alcoholic needs of those present, and to the Vicar for his kind permission to use the Church Hall. It was decided at the meeting that Alan Davidson was to be awarded a prize for sailing the longest to the meeting from Harwich; and that John Shackell should

ASSOCIATION NEWS

continued.....

be awarded a prize for the best built amateur boat present. Well done lads! We hope the award will be presented at the AGM.

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WELLS-NEXT-THE-SEA, NORFOLK

Since this had not become an established meeting, as yet, and unfortunately due to lack of advanced publicity, this meeting was small and quiet. I hope this can be changed for next year.

Editor.

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PORTLAND MEETING ON AUGUST BANK HOLIDAY by James Briggs.

The third Polynesian Catamaran meeting at Portland missed the wonderful medit-erranean weather of late July and early August, but still provided plenty of good sailing with sunny spells and virtually no rain, calms and winds over force 5. Once again spring tides over the holiday weekend gave a few problems at the Jetty, but there was only one recorded grounding. When all is said and done, where else along the central south coast can one find:-

a) An empty club, beach floating jetty and moorings all at no cost.

b) A three square mile enclosed sheltered area with guaranteed shore anchorages in bad weather.

c) Free carparks and camping sites nearby.

If anyone can improve on this, then please let the Sailing Secretary know. Although about ten boats planned to go, only four finally made it, of which three were happily large and all were hospitable. Since no less than 60-70 people turned up, of which a number came from abroad, there was an element of overcrowding. Without the wonderful open deck plan in Polycats, there would have been a serious problem.

A memorable, if short sail appropriate, perhaps, to the Guiness Book of Records, took place on the Sunday evening on a certain South Coast TANE, acting as a pram dinghy, carried no less than 34 souls inshore. Buoyancy reserves were reduced to cabin tops with reliable people standing on hatch covers to keep them watertight.

Crews embarked daily at 10 a.m. and those who wished, changed round after lunch, at anchor or by fendered transfers under way. The two boats that sailed punctually on the Sunday had a grandstand and really close quarters view of the Sunday Express Offshore Power Boat Race approaching Portland Bill.

Another highlight was an all-girl cruise in Colin O'Dare's superb new mk. 1V TANGAROA, by popular female request on the Monday. Rumour has it that two males, suitably attired in sarongs crept aboard later in the day and returned soon after with buckets, scrubbers and apologies and deck paint to remedy the effects of a mis-planted smoke bomb. After exploratory trips on Saturday and Sunday, there was a firm policy of do-it-yourself on the Monday on all craft. Conditions were ideal for O.J.T. (on the job training) and skippers abandoned their craft readily.

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Portland meeting continued.....

Discussions, a splendid slide show, a sing song, thirst quenching tall-ship stories and a forum on the Sunday filled the evenings happily.

The forum was headed by James Briggs, Bob Evans, Peter Davey and James Wharram. Subjects discussed included:-

Navigation, seamanship, the split sprit rig, insurance, back numbers of the Sailorman, advatages of ship registration, cross beams, requirements during summer meetings, catamarans lost at sea and finally R.Y.A. membership with reference to PCA. Safety at sea was also a subject that was emphasised.

Overall, the weekend gave a lot of cheerful enthusiasts the chance to study hardware, software and techniques in four very different boats, and we hope that some of the advanced builders will bring their shiny new craft to the next summer meeting, to swell the ranks and improve the ship-crew ratio. Finally it was good to see a very definate improvement in ship-handling, seamanship and navigation under sail and power by day and by night. Portland is clearly not the Royal Navy's main sea-training base for nothing.

Boats present.....Tane LAA MAO MAO, Tangoroa Mk. 1 and Tangoroa Mk. 1V
TANGOROA, Narai FRYGGA, and bright yellow trimaran BANANA SPLIT.

Beer drunk.....thanks to Martin Lillystone for organising this side.

Law suits pending....not too many, we hope!!!

Thanks to the skippers for the use (and misuse) of their craft.

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I feel a few words are in order with regard to the PCA's membership of the Royal Yachting Association, the U.K's national 'yachting' authority, as this was a question that was discussed at the Portland meeting.

The P.C.A. is affiliated to the Royal Yachting Association as the national authority for boating in Britain. The R.Y.A. has in recent years got out of touch with the grassroots, with the people who actually own and sail boats, and it has been accused of being stuffy, non representative and non communicative.

Much effort has however been made in the last 2 or 3 years to renew the R.Y.A. image, and to give more representation to the regions, clubs and associations on the R.Y.A. Council. The committees however have a certain autonomy, and they are appointed, not elected. This affects the P.C.A. in that matters pertaining to offshore multihulls are discussed on some of these committees, for example the Cruiser Racer Advisory Committee (CRAC) discusses (among other things) safety regulations for offshore multihulls, although the P.C.A. has no representative on the committee. When the P.C.A. asked John Durie, Secretary General of the R.Y.A., how they, as the largest offshore multihull association in Britain, could obtain representation on this committee, he replied that he was not able to make any other suggestion than for us to make the P.C.A. and its activities known within the R.Y.A., and that the large membership of the P.C.A. as representative of offshore multihulls was not considered significant. The committees are apparently selected on a sort of random basis from persons known within the R.Y.A. organisation, there apparently being no set form to follow for the nomination of persons to these committees.

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continued.....

This hit or miss system is both undemocratic and amatuerish on the part of an organisation purporting to act as a national authority.

Several proposals resulting from this situation were put forward at Portland for discussion.

1. To remain within the R.Y.A. and accept non presentation.
2. To press for representation of the P.C.A., in particular by petitioning the President.
3. To publicly resign from the R.Y.A. possibly forming a boat owners association, along the lines of the AA, with other dissatisfied boat owners.

The feeling at Portland was to reject 1, try 2, and consider 3 if 2 failed to obtain results.

Most members are naturally very happy simply to sail their boats and ignore the policies, however when it comes to safety regulations for offshore multihulls which may possibly be the subject of government regulation, we feel that this is something which can vitally affect all our members and that the P.C.A. has a contribution to make.

We hope members will have something to say about this issue at the A.G.M. and most especially that they will write in their comments for publication in the next Sailorman.

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FOR SALE: ORO, half finished, owner-builder returning to Australia. Both hulls finished and sheathed - 9mm 1088 ply on Douglas Fir stringers, International epoxy resin paint and fibreglass sheathing. Gripfast S.B. nails used throughout. Now in the process of decking out. Sale includes professionally built cross beams, enough ply to finish her, sundry fittings and materials. Other Wharram builders have commented favourably about construction quality and shape. At present in yard at Twickenham. Offers invited - Telephone Richard Hammond, 01-267 2005/6 between 10am-7pm, or write to 27 Homefield Road, London, SW 19.

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Unfortunately, I think we are too late to advertise the autumn meeting to be held at either Whitby or Teeside. However, anyone interested in future meetings in this area should contact Pete Jezard, 77 West Street, Normandy, Teeside.

ASSOCIATION NEWS

Our AGM in January 1976 will see a change in the committee. Nominations for three new officers are required. Peter Davey, PCA secretary continues.....

They say that there is a first time for everything, so perhaps a few words from the Hon. Sec. will come as no surprise. It is almost four years since, in a rash moment, I agreed to become secretary to the P.C.A.

For the first two years the Treasurer, with whom the Secretary must work very closely, was about 250 miles away. This was a time consuming situation which was solved the following year, when Keith Searle from Cornwall became Treasurer. This year, the Treasurer, Assistant Secretary, and Secretary have all lived in this area, close enough for occasional get-to-gethers to discuss P.C.A. matters. In my opinion this has been most helpful and enjoyable.

During the last four years, the P.C.A. has grown from about 250 members to approximately 500 and it is obvious that as the membership grows, so does the work load on each member of the committee. So if we are not always as efficient, or responsive, as you would like, the answer, without doubt, is that we could use another pair of hands sometimes!

With the increase in membership it seemed necessary to have a bit more system in our activities and to that end we asked that all mail intended for the P.C.A. should be addressed to the Secretary. He/she then becomes the focal point of the Association and is also aware of all matters relating to the Association.

When, two years ago, I pressed for a concentration of committee members in areas in order to make communication easier, I said that Cornwall was not seeking to take over the P.C.A. permanently. Well, I believe we have shown accordingly, Graham Hopton, Keith Searle, and myself, the Cornish Contingent will not be standing for election at the next A.G.M.

We do not pretend that the system is now perfect, really, the job has only just begun and we have just scratched the surface. Since the P.C.A. started we have probably lost nearly as many members as we now have fully paid up. How do we hold them in the future? We have many ideas waiting to be floated but too few resources in time and money for most of them. For example, are members interested in controlled experiments with a view to improved handling/performance from their craft? Or, should the P.C.A. look for a permanent base? Don't rush to tell us that grandiose schemes cost money, we know, On a smaller scale, volunteers have already begun work on membership lists and abridged back numbers of the Sailorman.

With a far-flung Association such as the P.C.A. it seems to me that good communication is the essence of success. The 'Sailorman' will always be the main route for information, but much can be gained by local meetings as we, here in the South West, have already found. When you next write to the P.C.A. how about giving the latest position regarding your boat? Anything from 'Not started' through to 'completed' and any other comments which might help the committee.

The Association can only be as good as we, the members, make it. Please pass on any information you come across if it could help another member.

Best wishes and Good Sailing!

ASSOCIATION NEWS

Dear Editor,

There have been a number of requests by new members for back issues of 'The Sailorman' in recent issues but it would appear that these are no longer available since all available copies have been disposed of. Whilst it is recommended that new members try to obtain these back issues, it is not always possible for these to be found. This would particularly affect overseas members who are so few and far between. I have been able to obtain all the issues as far back as the third magazine produced and taken photocopies of articles which have information, building or sailing hints etc., which will not become dated too quickly. Inevitably it has been difficult to decode which articles to include and exclude but the following thoughts have guided my selections:

1. Articles should be generally dealing with or about Polynesian Catamarans.
2. A new member would not automatically receive the articles when ordering plans etc., direct from James Wharram Associates. These should be available from J.W.A. if required. Photocopies are so much more expensive pper sheet. (Apologies to J.W.A. - R.G.F.)
3. Some of the earlier articles may be superceded in later volumes.
4. Good articles may not always contain useful information to future builders due to amendments in plans or design improvement sheets which James Wharram Associates now issue with their current plans.

I hope that the selection of the following articles does not offend any past contributor because his or her article is omitted whereas 'John Smith's' contribution was selected. If I have, I humbly apologise now. The articles may be obtained singely or the whole number. The cost for photocopies are expected to be about $4\frac{1}{2}$ - 5p per sheet depending on the total number of copies of each article are ordered by everyone interested. A suitably sized donation to the Polynesian Catamaran Association per copy (say 1p) is suggested. Orders can be made to R.G. Fautley, with stamped addressed envelopes please to:-

11, Park Street,
Southend-On-Sea,
Essex, England. Tel: Southend-On-Sea 353201

Also if there are any Polycat enthusiasts in the area, they are welcome to drop in.

Robert Fautley. 8.10.75

	Articles Vol.	Date	Title and Author	Page No.	S - Sailing B - Building
1.	3	Nov. 68	Offshore Capsizes- P. Shreve	5/7	B + S
2.	5	Dec. 69	Tehini Junk Rig- F. MacDowell	4+5	S
3.			Building a Hina- N. Boon	5,6,7	B
4.	7	Dec. 70	Jims column	3/5	B + S
5.			Once you have your cat- P. Garnham	14/16	S + B
6.			Nylon Sheathing- P. Sheafe	18/23	B
7.	10	May. 72	Cowes to Ireland- T. Short	18/19	S
8.			More Tangaroa Sailing- G. Rates	20/21	S
9.	11	Dec. 72	South Coast Tane- J. Briggs	24/26	S
10.	12	Apr. 73	Why Foam Sandwich?-F.MacDowell	3/4	B
11.			Narai in a Cider Orchard- Editorial	7/8	B
12.			Plywood -Ed.	10/11	B

ASSOCIATION NEWS

back Nos. continued.....

13.	12	Apr. 73	Loss of Tawhiri-P. Garnham	14/15	S
14.			Downwind Sail- K. Waite	22	S
15.	13	Dec. 73	Jims column (modifications)	2/3	S + B
16.			Fitting out Hinemoa- R. Bumpus	4/5	B
17.	14	Apr. 74	Navigation- J. Briggs	8/11	S
18.			Building of Lehava Hayam- P. Wrestler	14/19	B
19.			Building Narai Tortuga-R. deBoer	20/23	B
20.			Engines- Various contributors	31/33	B + S

It has been suggested that the cost of a complete set of reprints would be £4.50. This does of course go towards PCA funds.

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It is with great regret that we hear of the loss of Don Ward's Oro TAMATEA. She was destroyed by fire last August, prior to her launching. It seems that a grass fire started in a hedgerow about 50 yards from the boat and gradually crept along to the boat unnoticed until it was too late. On behalf of the Association, Don, may I extend our deepest sympathies.

Unfortunately TAMATEA was not insured, and as a result of her loss there are a number of fittings for sale, all extra heavy duty, and offered at a fraction of the original cost.

2 sets rudder pintles, galvanised	£20
1 set of 24 beam bolts $\frac{3}{4}$" diam. with welded 5" x 4" plate galvanised. 1 set of 48 plate washers 5" x $3\frac{1}{2}$" x $\frac{1}{4}$" Approximately 500 heavy duty rubber mountings	£30
1 set of 24 heavy duty angle pieces 6" x 4" x 4" x $\frac{3}{8}$" drilled and galvanised	£25
2 Rudders laminated from Thames marine ply bonded with resorcinol glue $1\frac{1}{4}$" finished	£34
25 HP long shaft Tern outboard motor. Brand new, unused, current prive over £400	£260

Contact Don Ward, 11a Brook Street, Wordsley, Stourbridge, West Midlands, DY8 5YW. Telephone: Brierley Hill 78785.

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We have just received a letter from two Canadians who plan a trip down the Danube River from Regensburg in April/May 1976 down to the Black Sea. They have received a small grant towards publishing a guide book for their trip. They require a cat of either 22-23' or 27-28'. Is anyone prepared to charter their boat out for 5-6 months? The mast must be easily removable for going under bridges. If no-one wants to charter out their boat, is there anyone wanting to sell a cat of the afore mentioned size. Please contact Paul Howard, c/o Lucas, 611 Parliament Street, Toronto, Ontario, Canada.

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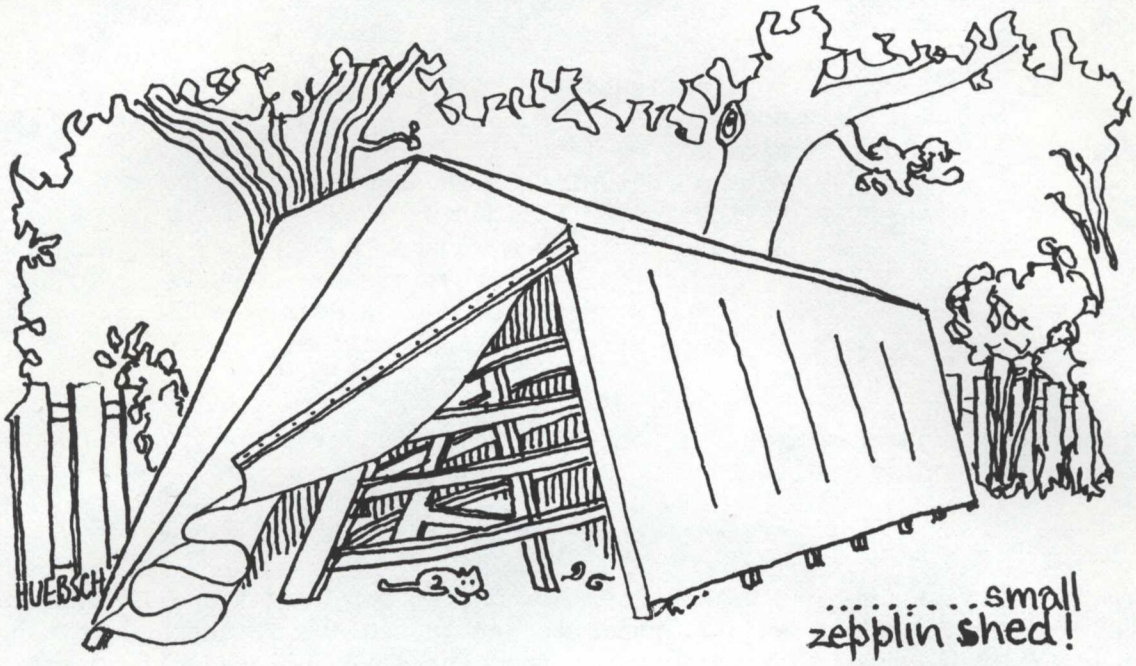
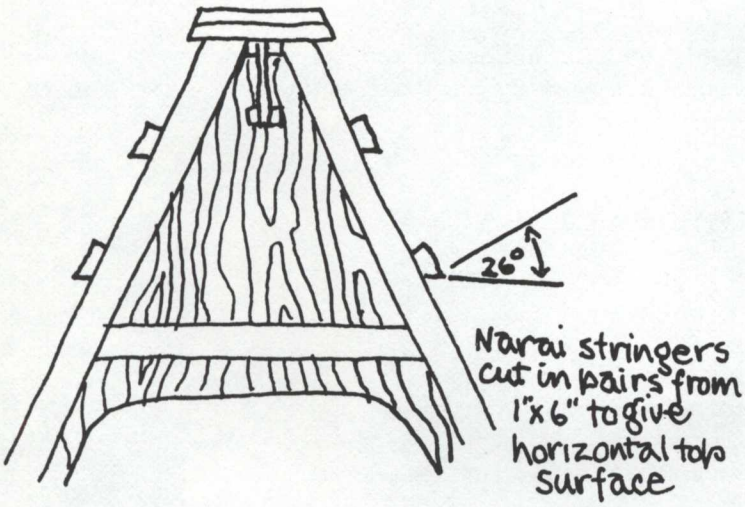
Tim Deacon has sent in some information about the Residential Boat Owners Association. I hope to say more about this at a later date, but anyone interested should contact Tim Deacon, "Black Swan", 216 Priory Road, St. Denys, Southampton, SO2 1JW.

THE BOAT YARD





Drawings by Roland Huebsch.

Above: Narai abuilding.
How is it going Roly?

Left: Method for preventing water lodging on stringers and easier installation of cabin furniture.

****

Roy and Jean Tattersall when they wrote, were at the stem and stern post stage, which included putting on the bulwarks. Their building progress is on schedule, and they hope to sail for Spain in May - June 1977. Roy is very keen to hear from anyone who knows of a good 'windmill'.

****

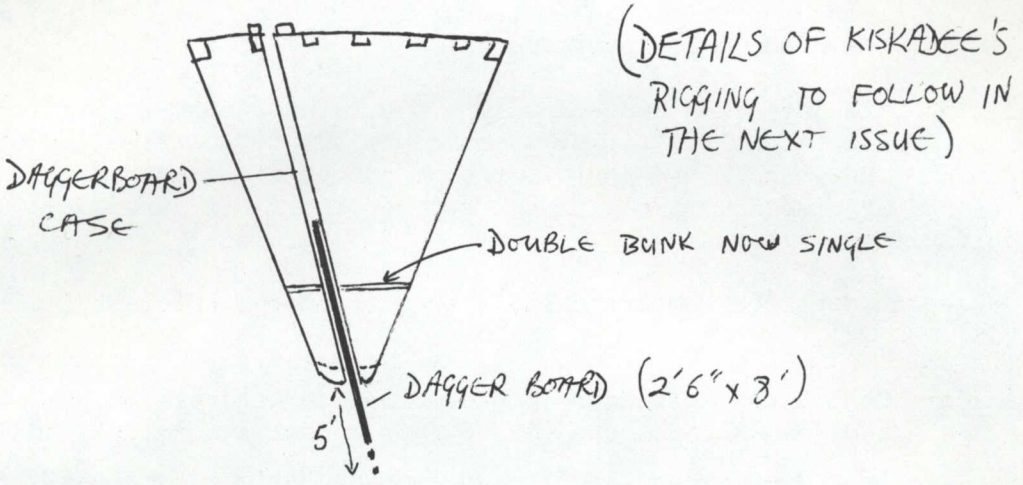
From Vancouver, B.C. Canada, Harold and Wendy Goddard write to say:-

KISKADEE has turned out to be a really fine lady of the seaways, and we think we must have racked up almost 1000 miles on the log this past summer. We've been honing and improving the rig slowly, and after our radical winter surgery (addition of Triatic and standing back stays) and a bit more sailing with our spinnaker and genny, we're going to put together a plan sheet of 'Goddard modifications to the Sprit ketch' and send it on. Another major modification is a daggerboard in the port forward bunk compartment. This hopefully will considerably improve tacking (a rather slow and uncertain process in a) lightish winds and b)heavy

THE BOAT YARD

KISKADEE continued.....

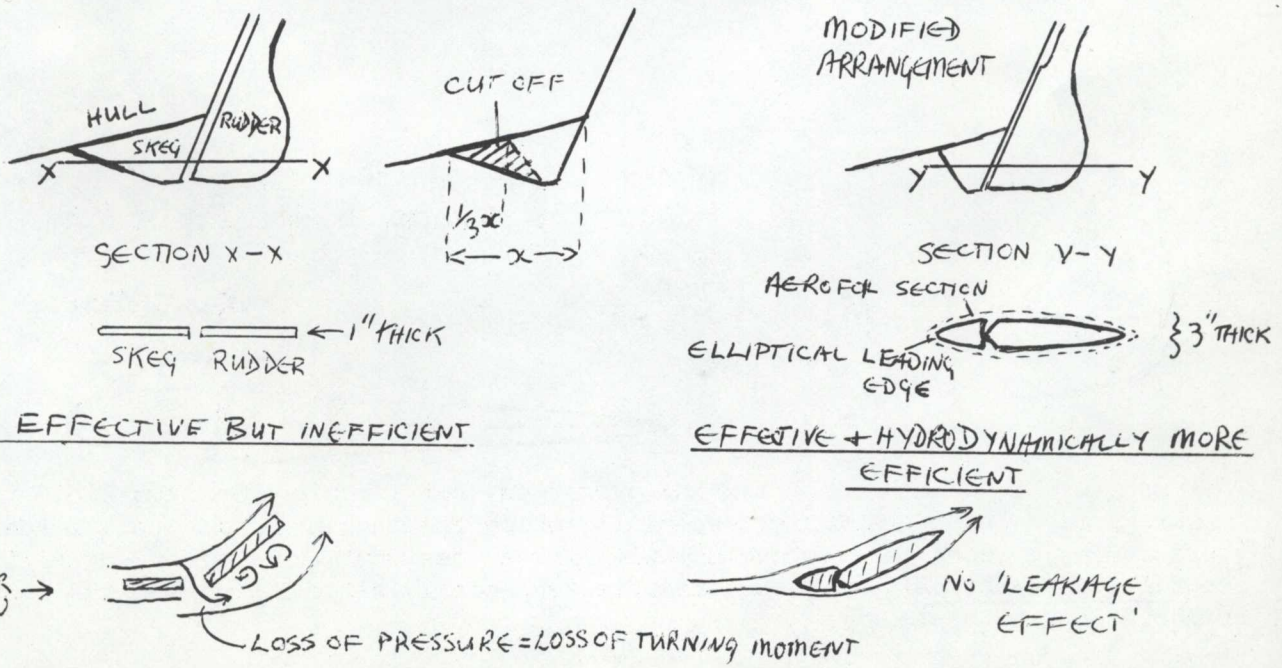
wind and seas. It should also improve manoeuvrability under power, and of course, although in my case this is more a fringe benfit, it should improve windward performance. It will look like this:-



Rudder/ skeg modifications to SURF SONG (Hinemoa) by Richard Bumpus.

A rudder and skeg arrangement consisting of flat boards with a gap in between, will of course, enable you to steer your boat. But so much is heard about some cats not being able to tack. Having tuned your rig, you can also improve the steering compartment. This I have done, with no small measure of success. SURF SONG will rarely not go about in rough seas or light winds.

The skeg has been cut down by approximately 1/3 in area, and 1" thick foam has been stuck on to it and the rudder sides (skeg and rudder are 1" thick ply.) This includes filling in the gap between the forward edge of the rudder and the stern and skeg. The foam is shaped by eye using a surform (although templates could be used), to a hydrodynamic shape, and then glassed over.



THE BOAT YARD

Rudder/skeg modifications on a SURFCAT Derek Wheeldon.

My mods. were based on advice contained in an excellent A.Y.R.S. publication called "Rudder Design for Sailing Craft", A.Y.R.S. No. 79. Basically this consisted of forming the skeg and rudder as a continuation of the hull shape, so as to minimise discontinuous water flow past these structures, and to produce an aerofoil section, so as to minimise turbulence, hence drag, and to maximise lift characteristics. In addition, I made the fit between the skeg and rudder as close as I could, to reduce leakage effects.

I built up both skegs and rudders using Polyurethane foam (16lb/ft^3) and polyester resin with about 30% filler as an adhesive, to the same cross section as the adjoining keel and stern post. I then produced a downward tapering aerofoil section, using a "Surform", dimensions as below. The final structure was glassed over using finishing tissue.

Summary of design data for rudder behind a skeg (from the relevant information in A.Y.R.S. NO. 79)

Section shape: Considered as rudder/skeg combination with elliptical nose of skeg and thin trailing edge and fair rudder/skeg middle body.

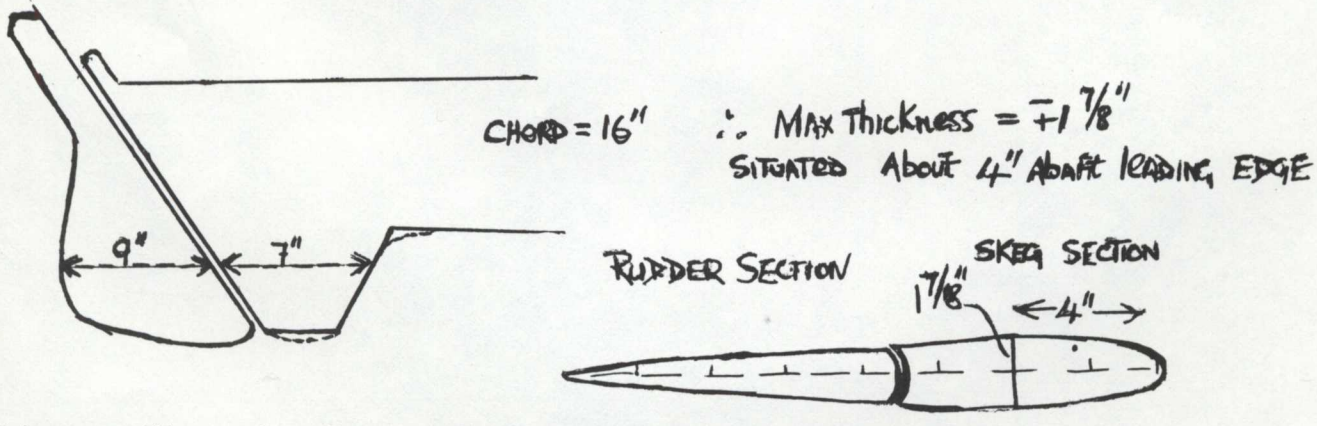
Thickness: of rudder/skeg 12% of chord length. Maximum thickness of rudder/skeg combination situated at 20-30% of chord length abaft leading edge of skeg.

Location: After body region, as far aft as possible, consistent with adequate immersion. Fit as close to hull and skeg as possible.

Rudder area: Rough guide, expressed as coefficients i.e. ratio of immersed lateral area to rudder (including skeg) area.

L.W.L.	Coef. ft^2
20	12.8
30	13.4
40	14.1
50	14.6

Chord length refers to the distance between leading and trailing edges, maximum unless otherwise specified.
For my Surfcat:-



This may all sound rather complex and over fussy but I achieved a remarkable improvement in manoeuvrability, especially while tacking in light winds. I feel there is ample scope for improvement with larger designs if the above suggestions are followed as closely as is practicable, especially since I followed the above criteria fairly loosely.

THE BOAT YARD

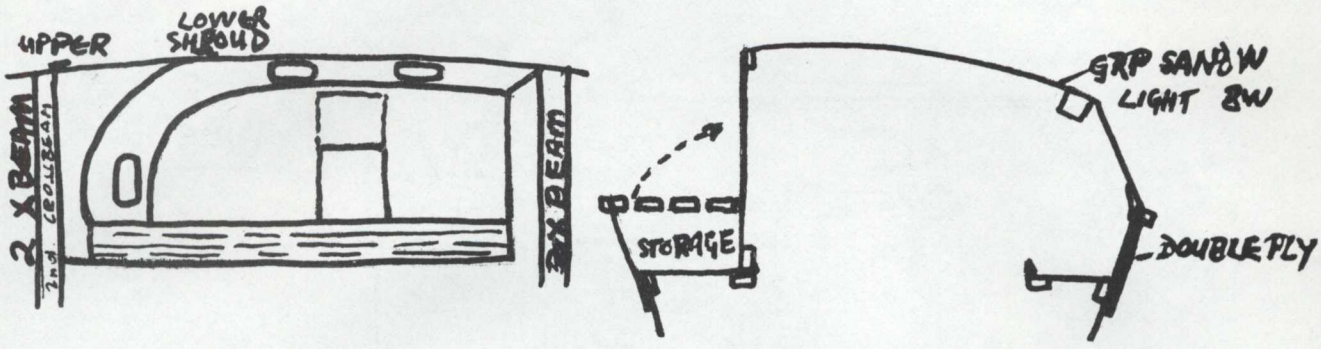
MODIFICATIONS TO MY TANE! by Gerhard Bobretzky.

1. PRINCIPLES

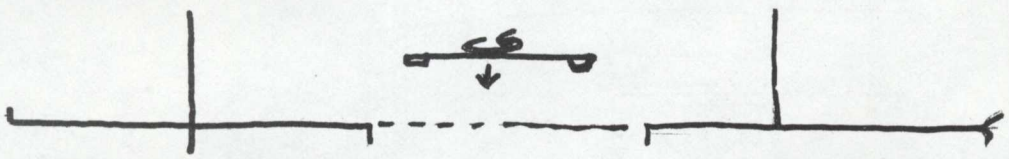
Having very limited experience with sailing crafts and catamarans in particular, I did not want to change anything that would have a bearing on the performance and the safety of the boat.

2. ACCOMMODATION

I extended the doghouses at the outside to the edge of the bulwark and lengthwise almost from 2. to 3. main crossbeam.



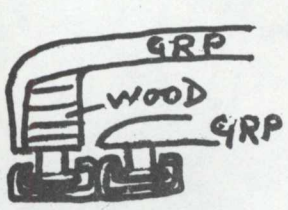
The plysheeting of the hull as well as the centre bulkhead run through to the upper edge of the bulwark to stiffen it. The roof is in GRP sandwich (see page 20). This gives ample space under deck and lets me use the chart-table as a part for a 2. bunk by turning it around 90°.

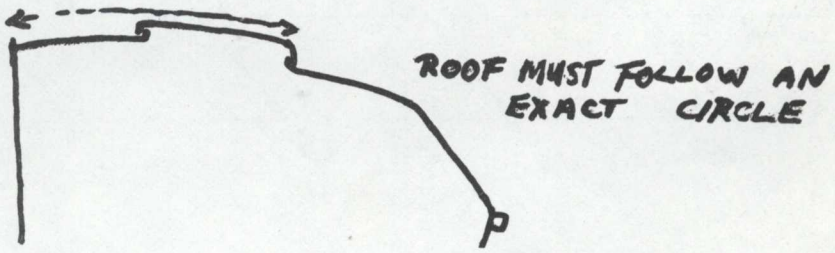


With the standard cabin this would not be possible because the table would be too long to be turned. Even in my arrangement it necessitated the use of a flap in the sideboard (deck on standard).

The wall facing the platform is perpendicular as in the plans and is made of 8mm ply covered with 2 layers of 220 gr. mats. The platform was extended by a hinged piece right to the doghouse. This gives a completely flat surface of 2, 12 metres (7') width and 2 useful storage places for warps, fenders, boathook etc.

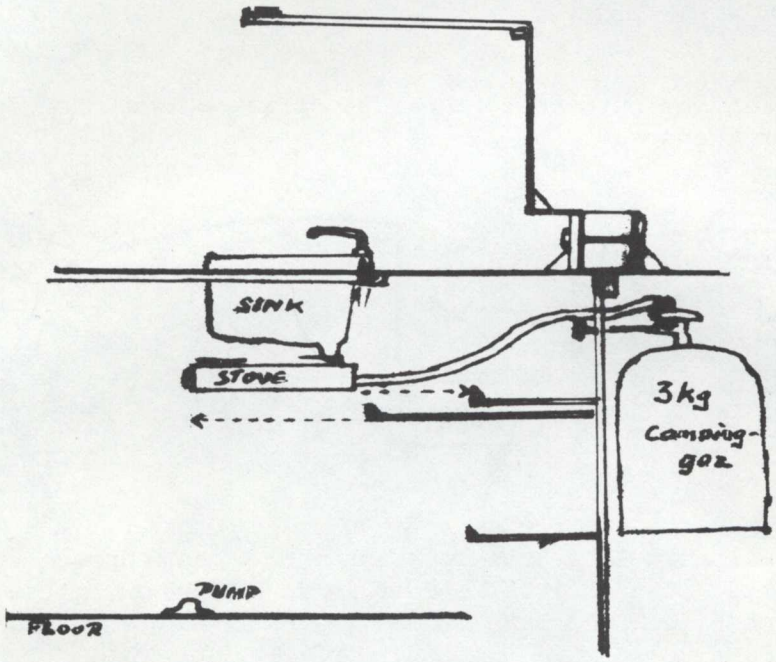
The hatches are sliding ones. On the galley hull it is placed in the middle of the doghouse and is telescopic to open wide enough to stand in the galley.



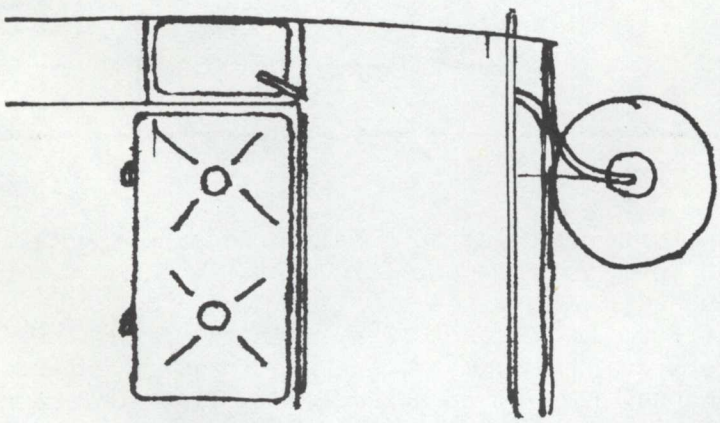


THE BOAT YARD

The galley consists of 2 fixed and 1 sliding shelf, a sliding 2 burner gas stove and a minute sink plus Whale baby pump and tap for fresh water. A 20 litre jerrycan sits in the forehold and the 3 litre gas bottle in a drained plastic bag behind bulkhead 3. It's valve is operated from the galley. (see drawings below.)

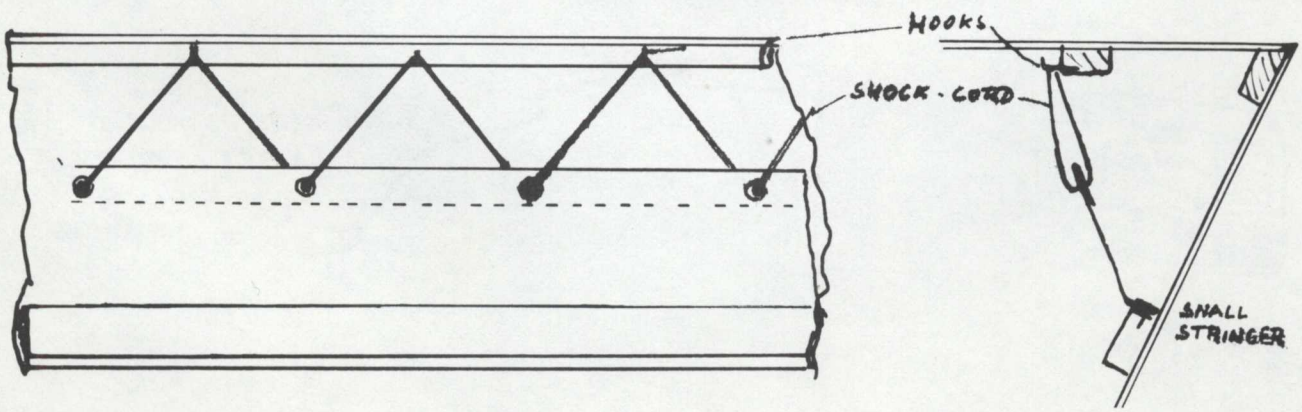


PROFILE



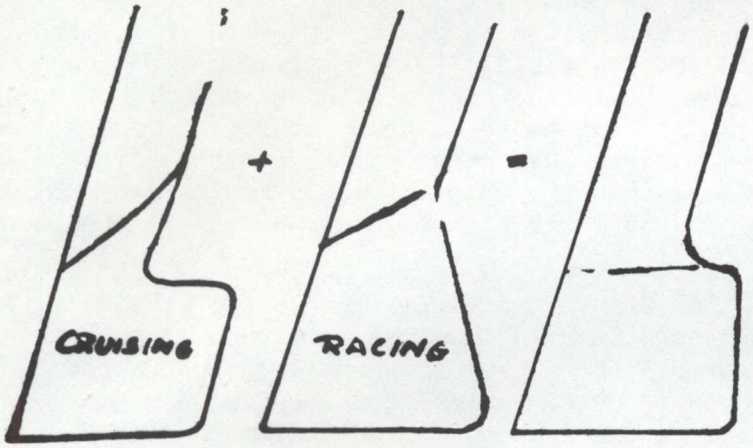
PLAN

Besides the bunks I made sort of storage nets out of some material that was left over from covering the mattresses. So they fit the colour scheme.



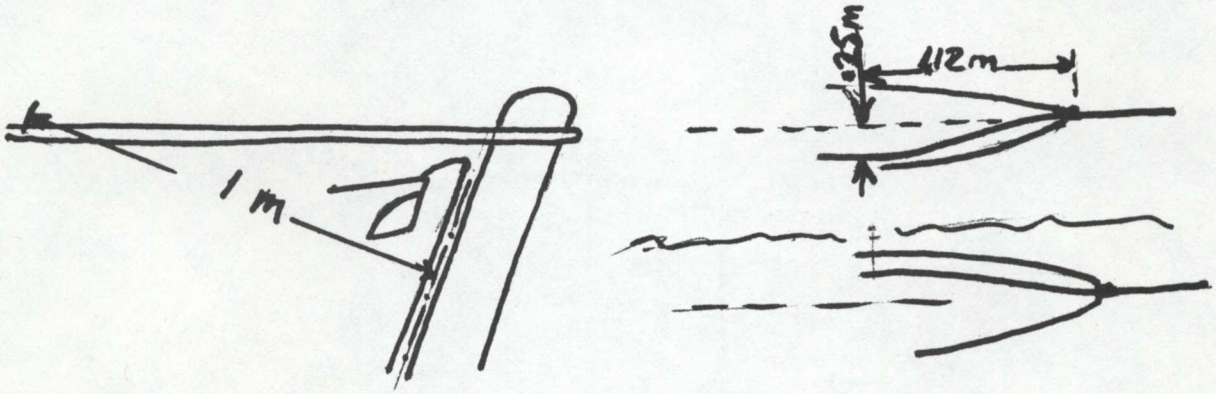
THE BOAT YARD

4. STEERING



I made a cross between a racing and a cruising rudder to combine the boarding step with a vertical trailing edge. The plycheeks almost reach the waterline and strengthen the possible weak point between stock and blade.

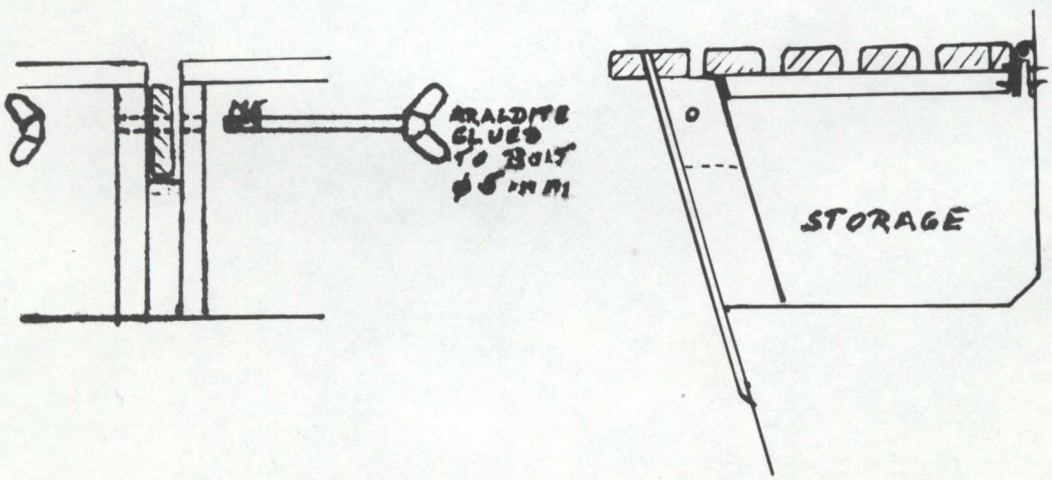
As with a cat in a curve the inner rudder should advance the outer one my tillers are cranked, thus forming an Ackerman linkage. Maximum movement of the outer rudder is 35° giving 52° at the inner one. I fitted the connecting pole 1 metre from the axis measured vertically, that is 1.12 m along the tiller and 0.25 m off the centreline of the rudder.



5. PLATFORM

The resting pieces for the platform supports are 3 pieces of stringer glued together with a hole, lined in brass, that accepts a bolt with a butterfly nut that goes through the platform supports.

In order to get a platform without obstacles I made the stringers on top of the bulwark out of 2" x 1" sawn in 2 according to the angle and the curavture of the bulwark.



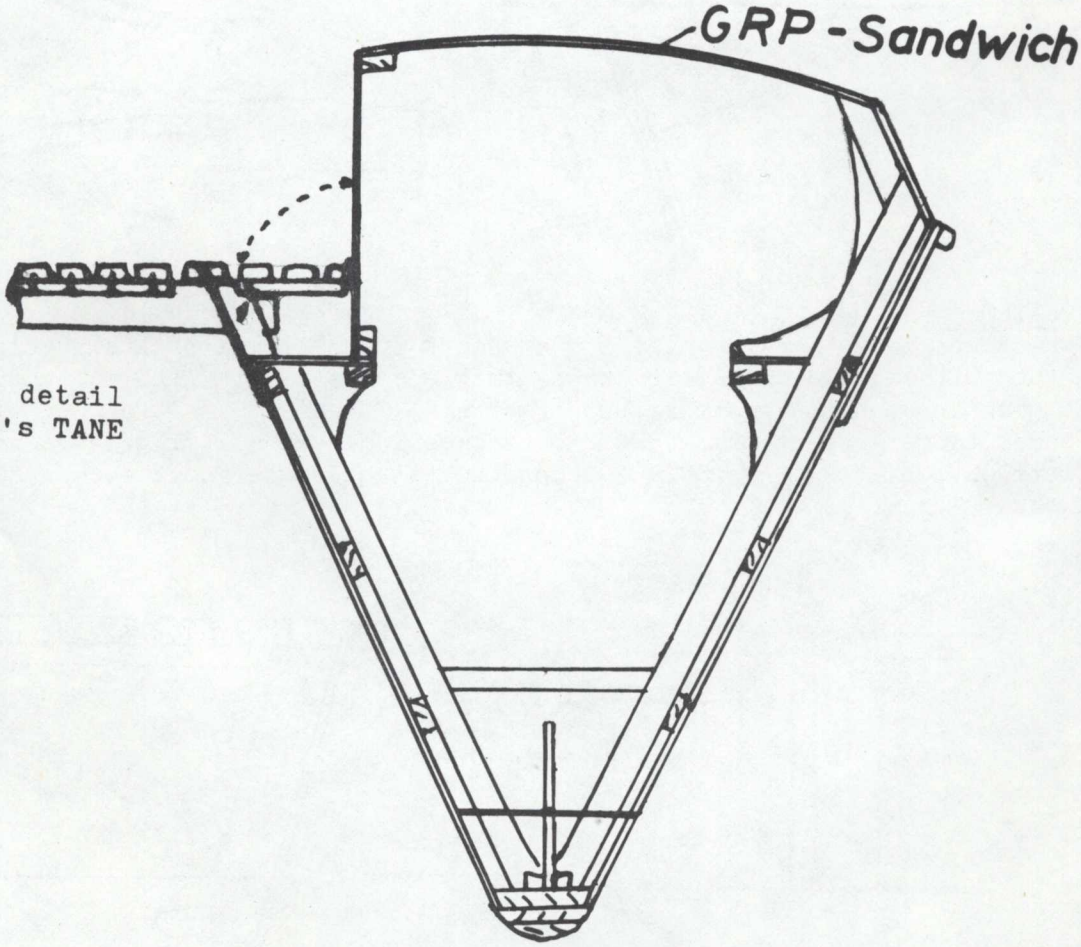
THE BOAT YARD

3. Rig: I sail in crowded waters often alone or with an experienced crew. So I did not want to bother with running backstays. As suggested by Brian Milne from Australia (advice from the other side of the world) I used a fixed one with a bridle. I moved the lower shroudplates aft to the centre bulkhead and fixed the upper ones close to the 2nd crossbeam. I want to set a genoa of 23m (just ordered from Jeckells.) So the lower forestay became a babystay to the first crossbeam. The distance differs no more than the range of adjustment of a toggle-screw. This gives an equal angle of 8° for lower shrouds and babystay in the plane of symmetry of the boat.

My mast is an alloy spar of 110 x 75 mm with a groove for the luff of the main. It is much smaller than the recommended 140 x 112 mm which were unobtainable at this time. I broke this mast in a force 7 (or more?) when sailing closehauled with one reef in the main. I had to take the same size again because a bigger one would have had me landed for the rest of the season. I made 2 diamond stays between the foot of the mast and the attachment-point of the lower shroud.

I feared a doubleblock on the jib could do a lot of damage so I mounted 2 small winches.

For easy access of the forestay I made a boarding ladder hinged to first crossbeam, that works like a drawbridge.

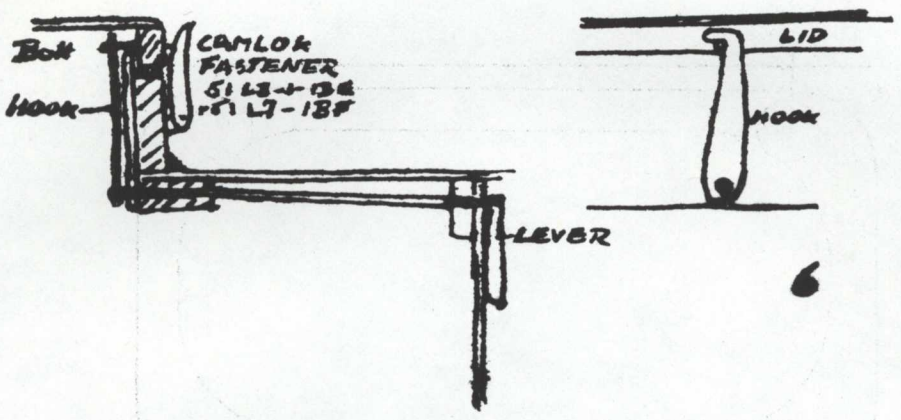


X- section detail
of Gerhard's TANE

THE BOAT YARD

5. Security: I do not want padlocks on a boat. They stick, clatter and get lost when you cannot afford to let them do that.

So in each fore and aft hatch I fixed a ss hook that catches a bolt in the lid and can be operated from the main cabins by rod and lever. (see drawing 6) The main hatches, which are sliding ones got small nickelplated brasslocks in the vertical panel.



6

6. Cost: There is always something to add to a boat, but when I exclude repairs, as my replacement mast, I have spent up to now:-

Plan	1.1oo
Ply	11.ooo
Timber	12.ooo
Screws (brass)	1.6oo
Bolts (stainless)	2.4oo
Glue	1.6oo
GRP - Material and Paint	7.2oo
Rent for shed (incl. elect.)	5.7oo
Heating	2.5oo
Replacement and repair of tools	3.ooo
Rigg, Sails*, Winches	17.7oo
Windows, E-Hatch, Bollards	4.9oo
Pantry	2.4oo
Miscellaneous**	10.9oo
Transport to water	1.ooo
	85.ooo AS = £218o

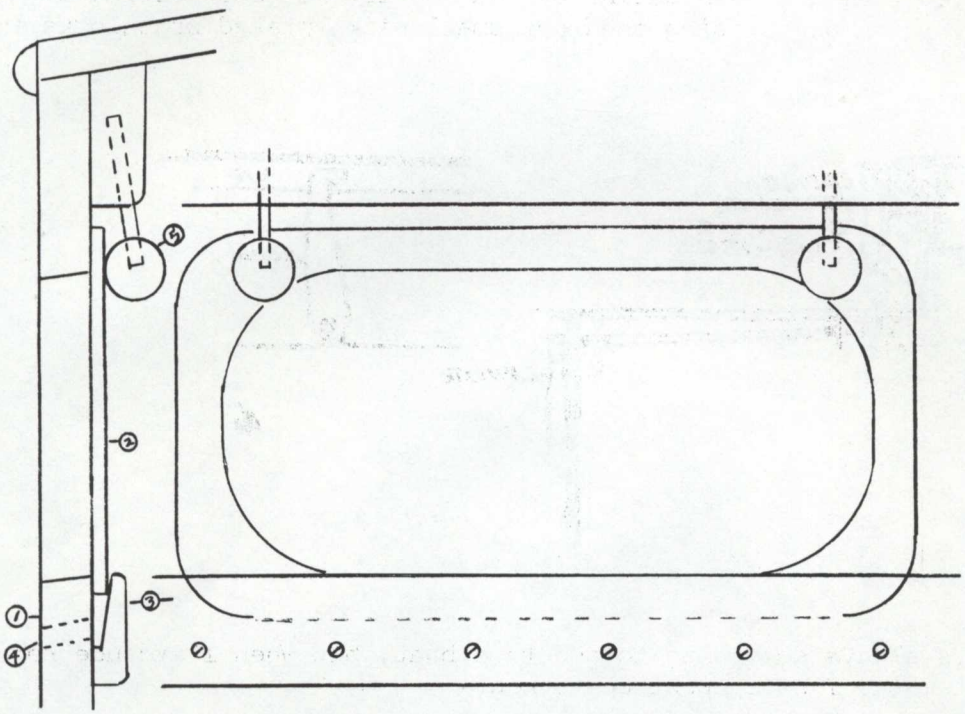
*) Genoa not yet included

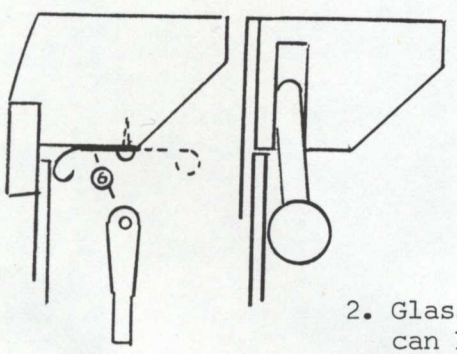
**) Including compass, lights, battery, Fire extinguisher, anchor, warps and a long and tireing list.

THE BOAT YARD

DESIGN SKETCH FOR A PORTHOLE OR WINDOW

by Crawford Owen, South Carolina, U.S.A.





1. The window openings can be made by drilling holes in the corner, then run a key-hole saw around, then finish with chisel and rasp. If the opening is cut on a slight angle, it will help drainage.
2. Glass should be $\frac{1}{4}$" plate. The edges of glass can be rounded off with carbourndum stone wet with water.
3. The combination drain gutter and window jamb should be shaped as shown and screwed down with bedding compound.
4. The drain hole should be lined with copper tube at least $\frac{1}{4}$" I.D. Two under each window.
5. Window fastenings can be made of $\frac{1}{4}$" brass rod set into $1\frac{1}{2}$" wooden ball. These are pushed into holes drilled into top moulding as shown.
6. Alternate spring type holder shown. Not as good.

NOTE: Glass taken out and screens substituted for summer use.

design taken from:
"Sensible Cruising Designs"
by L. Francis Herreshoff.

THE BOAT YARD

design for porthole continued.....

"One of the advantages of this type of window is that the opening can be easily adjusted to any width that is desired by simply sliding the pane sideays and clamping it in place. Two types of clamps, or jambs, are shown which are quite foolproof, one kind, which we might call the light weather clamp, consists of a piece of 1/16" spring bronze so shaped that when the end against the glass is pulled down by the thumb and forefinger it can be swung around, releasing the glass. The other clamps are simply wooden plugs of a certain size which jamb up into holes in the corner piece above. These plugs might be called heavy weather fastenings, and you can have as many as desired, but is thought one in the middle of each upper edge will be sufficient."

"Of course the secret of success of this type of window is the gutter in which it runs, for this catches all the leaks and drips, and drains outboard. There must be good scupper holes as shown through the deckhouse sides."

"if cast bronze marine windows or port holes are to be used, the eight of them together would weigh about 240 pounds."

****

ALTERATIONS TO A NARAI

From Trish and Howard Stevens, Victoria, Australia.

1. Lifting cabins and roof hatches uncomfortable in bad conditions. In a seaway it is difficult to get in and out and the hinged hatch would tend to blow out of one's hands, and if raining would allow a considerable amount in. Alterations include less portholes and building a sliding hatch, similar to Tehini's, see sketch.
   We found that lifting cabin tops when taken right off made the situation like an oven, and that propping up one end was no better either. A small sun top tent can be fitted between the cabin tops and can be left up while sailing which is a great help in the tropics.

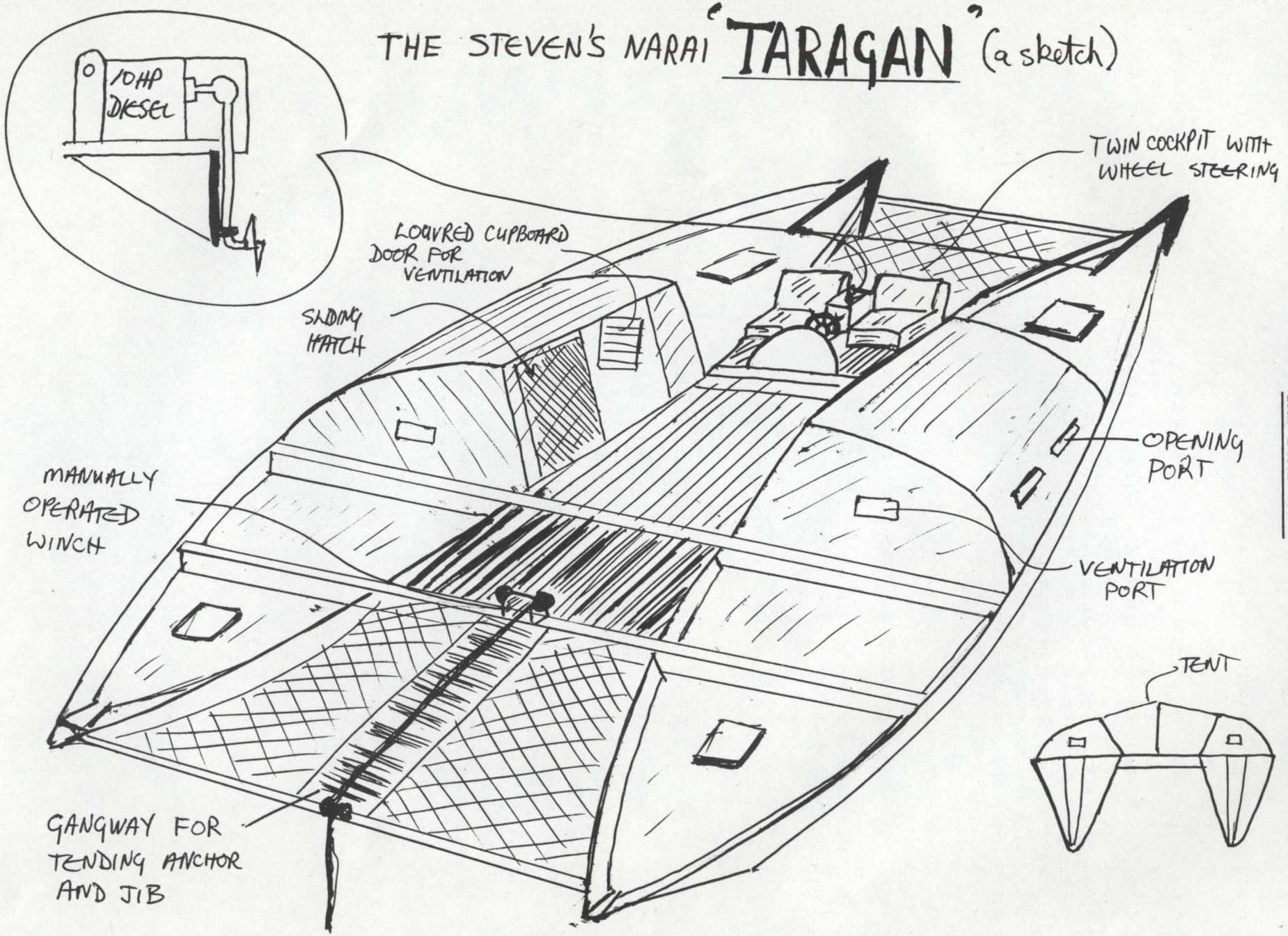
2. The rudder has been strengthened by extending the supporting cheeks lower down.

3. A central cockpit has been built with wheel steering. Seats have backrests.

4. A Volvo Penta MDI diesel engine sits in between the twin cockpits and is attached to a Yanmar Propet drive leg. The engine has a starter/generator which is a great convenience and generates all our power.

See following sketch.....

THE STEVEN'S NARAI 'TARAGAN' (a sketch)

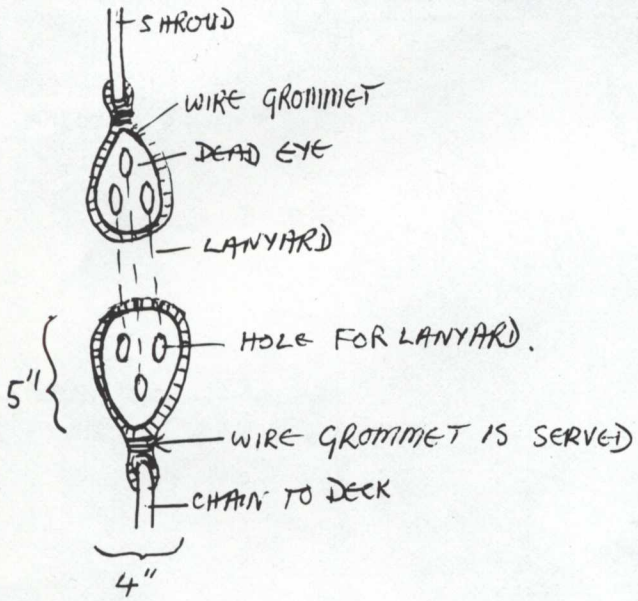


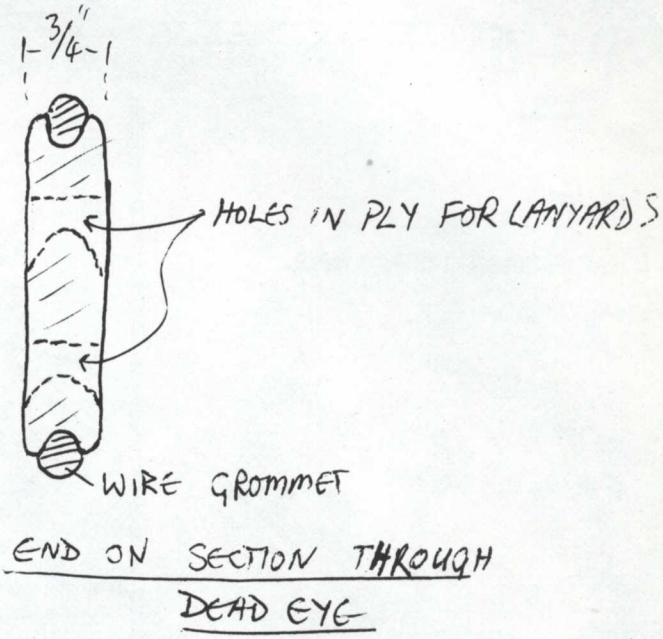
THE BOAT YARD

DO-IT-YOURSELF DEADEYES

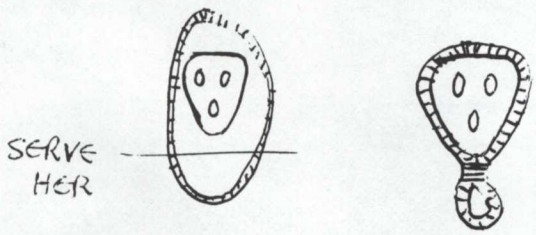
by Ted Johnson, Sheerness, Kent.

At the beginning of this year, I changed the rig on my Tane to a gaff cutter which includes a removable bow sprit. At the end of each of the four shrouds is attached a deadeye. Lanyards pass through this in the traditional manner to a lower deadeye which is attached to the deck by a small length of chain. The deadeye itself is made from $\frac{3}{4}$" plywood. Three holes are cut through the ply and are smoothed off and angled in order to take the lanyard comfortably.





A wire grommet is made and placed around the deadeye. The grommet is then served to tighten it up around the deadeye.



(If your'e not sure about making a grommet, look at a book of knots.)

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WHY NOT ANCHOR BY THE STERN

asks Tommy Thomas.

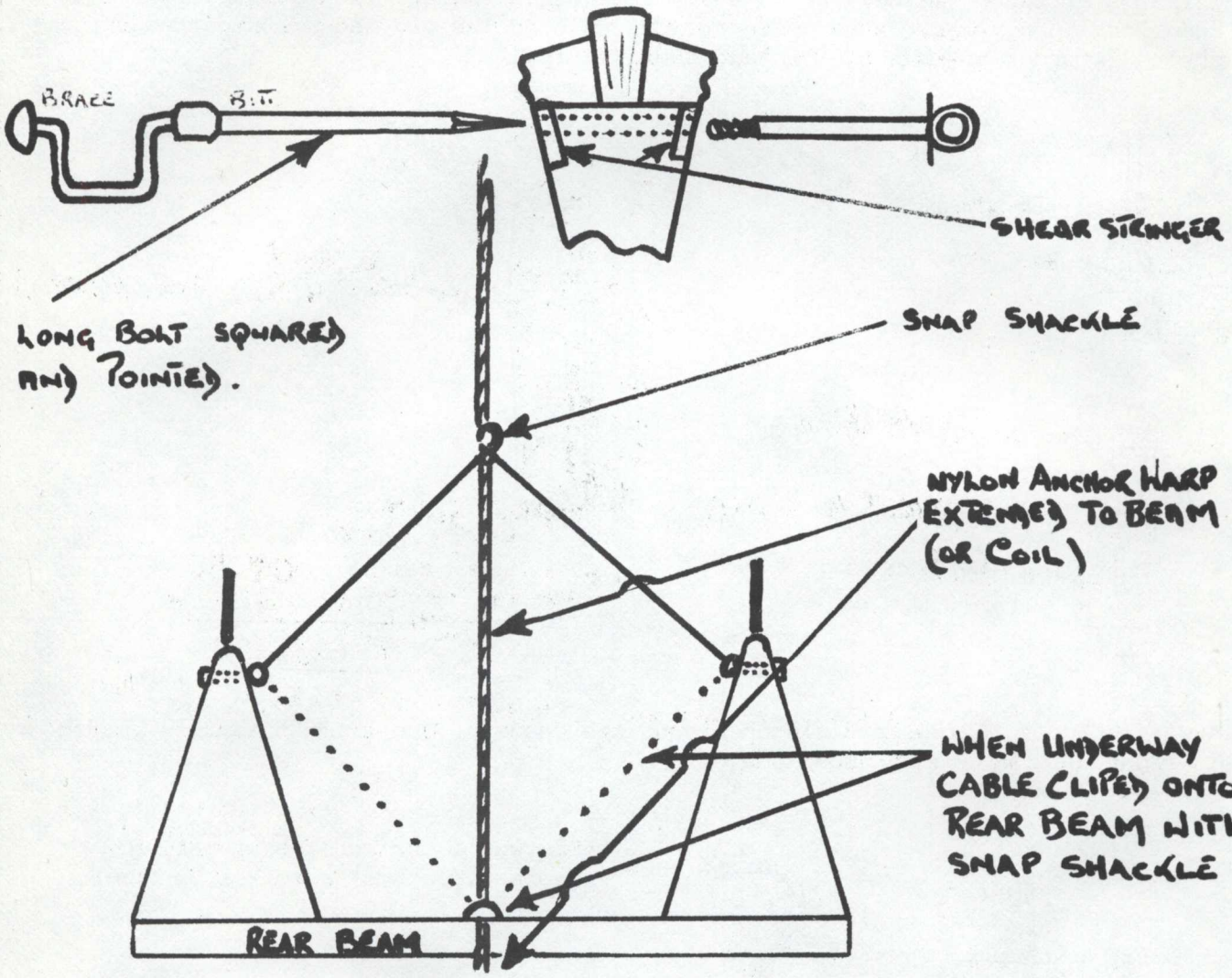
I have anchored my Tane TAWHAKI from the stern, and am assured a very quiet night regardless of the strength of the wind and/or tide. This was a tip given to me by a Narai owner from Caernervon. I gave his idea some thought, and came to the conclusion that the stern with its rudders and skeg gave a greater surface area to the water, whereas the bows with the fine sweep down to the centre line of the hull presented very little surface area. The system works like a dream, and in a very strong blow, I was the only boat that stayed dead still.

A hole is bored through the sheer stringers with a long, square sectioned, pointed bolt fixed to a brace. Through the hole is passed a long bolt to which a large end plate (or washer) and ring is welded.

ANCHORING

continued.....

A cable with snap shackle is then affixed. A bracket at the rear beam allows the cable to be brought in and snap shackled out of the way when under way.



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POLYNESIAN CATAMARAN INSURANCE

Jim has been in touch with Towry Law, an insurance company of High Street, Windsor, Berks. SL4 1LX, who have this to say:-

".....subject to a satisfactory report on the survey, conducted at the proposer's expense, rates can be reduced by 15%. It stands to reason, of course, that if the surveyor's report is not satisfactory, the Underwriters may insist on the Surveyor's recommendations being carried out before granting any cover whatsoever."

The following is a list produced by Towry Law and applies to the U.K. only.

POLYNESIAN CATAMARAN INSURANCE

POLYNESIAN CATAMARAN ASSOCIATION

CONDITIONS: Institute Yacht Clauses.

CRUISING: 1) Inland and Coastal Waters of U.K.

or

2) Inland and Coastal Waters of U.K. and between Brest and Elbe.

RATES: U.K. ONLY

INSURED VALUES	EXCESS *	7 MONTHS IN COMMISSION		12 MONTHS IN COMMISSION	
		Without Survey	With good Survey	Without Survey	With good Survey
£ 1,500	£25	2.425%	2.06%	3.0%	2.55%
£ 3,000	£30	2.25%	1.91%	2.75%	2.34%
£ 5,000	£50	2.075%	1.76%	2.50%	2.13%
£ 8,000	£75	1.90%	1.62%	2.25%	1.91%

U.K. & BETWEEN BREST & ELBE

INSURED VALUES	EXCESS *	7 MONTHS IN COMMISSION		12 MONTHS IN COMMISSION	
		Without Survey	With good Survey	Without Survey	With good Survey
£ 1,500	£25	2.60%	2.21%	3.25%	2.76%
£ 3,000	£30	2.425%	2.06%	3.0%	2.55%
£ 5,000	£50	2.25%	1.91%	2.75%	2.34%
£ 8,000	£75	1.90%	1.62%	2.25%	1.91%

THIRD PARTY INDEMNITIES: (INCLUDING PASSENGER LIABILITY)

LIMITS	ADDITIONAL PREMIUMS
£ 50,000	£ 5.00
£ 75.000	£ 7.50
£100.000	£10.00

* Excess to apply to each and every claim excluding Total Loss and/or Constructive Total Loss.

Cancelling Returns only.

Racing Risks held covered at rate to be agreed.

CATAMARAN HANDLING

I feel this is a most important subject. Just how many people know how their boat handles in various conditions using abnormal sail combinations, or even no sails at all?

George Payne has this to say.....

Barepole Sailing

Have you ever stood on Potter Heigham bridge on the Broads on a Saturday afternoon when the newcomers take out their yachts for the first time? If you haven't, perhaps you can imagine the exciting scene without further description. We watch with cruel delight and get the biggest laugh for years. But let's not be smug. Picture half-a-dozen Polycats arriving together in a small harbour to pick up moorings. The mind boggles at the thought of the chaos. Who would have the last laugh?

I frequently find myself having to manoeuvre in confined spaces in RAKA, yet I never have that confidence I would have when handling a monohull in similar circumstances. Why? Obviously the handling characteristics of Polycats are different, added to which they are usually under powered. But what are the differences?

MONOHULL	POLYCAT
Working sail area forms high proportion of total windage.	Desirable sail area in confined spaces is a fraction of total windage.
If stationary with wind abeam, is easy to get moving in required direction.	Practically in stable equilibrium when stationary under reduced sail with wind abeam.
Once underway, is easy to turn, and has a small turning circle.	Difficult to get moving but once it does, accelerats fast and runs in tramlines.
With minimum steerage way can usually be headed up into the wind.	Cannot always be headed into wind, (without mizzen) and drifting may begin.
Can usually start a turn when using motor and before gathering speed, because of propeller slipstream acting on rudder.	Motors are usually mounted near the centre line so that rudders do not receive the benefit of slipstream.
Helmsman can usually operate tiller and engine controls at the same time.	Helmsman usually separated from engine.
Good view of any part of deck from the cockpit.	View usually restricted to one side only.

The differences when analysed all fall into either one or other of two classes:

1. Those that are inherent in Polycats and which we cannot do much about.
2. Those characteristics that can be improved through re-design, or modifications and additions to the existing installation. Such aids which might be tried are:

   a) A small steering mizzen, collapsible when not required.
   b) A small headsail mounted on a bowsprit forward of all existing sails to swing the bow around.

CATAMARAN HANDLING

continued.....

c) Outboard motor's mounted close to the hulls, rather than near the centreline, angled to direct the slipstream on to the rudder(s).
d) Centrally mounted motor right forward utilising a longshaft with an additional water rudder attached for manoeuvring purposes only. This might be the answer to all our problems if we could afford it!

However, before we make time consuming, expensive and not necessarily good modifications, let us consider one technique for manoeuvring that only requires the simplest of equipment. This brings me to barepole sailing.

I have moved hundreds of yards under barepoles through a crowded harbour from one mooring to another, not because I had to, but to prepare for the day when I have no option. If you want to try, prepare well. You will need a light anchor, a canvas or plastic bucket, some rope and a boathook. An oar and/or long bamboo quant pole are useful additions. Tow the dinghy on a short painter between the bows or have it ready for quick action on deck. Drag out a length of anchor chain from somewhere near its midlength and using it doubled, flake it out on deck. Prepare the kedge anchor by tying one end of the rope to the handle of the bucket. Stuff the rope into the bucket from the tied end, yard by yard pressing it well down to the bottom each time you feed it in. Coiling must be avoided. Finally attach the anchor to the free end. The rope will invariably run out freely by this method.

Before letting go, line the catamaran up on the mooring so that the bows are pointing downwind. Your final target may be 20 to 30 degrees from the downwind line, but initially you must point downwind. The start is critical so you must have some clear space. Every change of course must be planned well ahead. Only small movements of the tiller are needed; large ones build up leeway and lead to uncontrolled drifting. You must run truly downwind before reaching the gaps between moored boats. Have the motor idling in neutral if you lack confidence.

If all has gone well, we will already have decided how to pick up the mooring buoy during our stately progress down the harbour under the first anxious and then admiring gaze of fellow yachtsmen. The method chosen depends on circumstances and our confidence, We can, for instance, approach sufficiently from the side to make a quarter circle, stopping upwind of the buoy and then drift down to it. Easily said, but actually requiring a nicety of judgement that needs much practice. The turn starts normally, then develops into a slew, and finishes with broadside drift. At the right moment the doubled chain is fed out over the bows to check the speed and swing the bows to windward. This occupies two members of the crew, so a third is needed to grab the buoy. Disaster can be averted by a quick leap into the dinghy with a line to attach to the buoy, and/or dropping the main anchor.

Alternatively, in the right conditions, the helmsman can keep the bucket full of rope and anchor at his side and approach on a true downwind course. At the right moment - again easily said - he lets go the anchor over the gunwhale near the stern and quickly takes a turn of rope around a convenient bollard or cleat to control the pull when it comes. For effectiveness, everything depends on the harbour bottom. I usually manage to hook some ground chain, but later I have to retrieve the anchor from the dinghy or when the tide ebbs. With good judgement, the crew leans over the bows and picks up the mooring buoy as the boat stops.

CATAMARAN HANDLING

continued.....

Perhaps the best brake, which I haven't yet tried, would consist of a length of very heavy chain contained in a sack and attached to rope stored in a bucket as described. The sack serves several purposes - as a storage container, a droque, a deck protector, and as a means of kicking the whole lot overboard, cleanly from the stern beam at the vital moment.

I have chosen to describe this method of manoeuvring because it is basic. It needs maximum skill and minimum gadgets. Everything happens in slow motion so you really do learn the characteristics of your boat. You can practice safely by threading your way through unoccupied buoys, for example. I hope this article will open uf the whole subject of manoeuvring with skill and safety. Our popularity when visiting harbours may depend on it.

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LANDLUBBER'S LEXICON

This was sent to us by Tim Deacon, and appeared in Canadian yachting magazine. It was composed by Al Rae, Q.C.Y.C.

Fid	Convulsion
Figurehead	Mathematician
First watch	Graduation present
Fit out	Expectorate
Fore and aft	Between four and five
Founder	A flat fish
Freeboard	No charge for meals
Galleon	Liquid measure
Gangway	Central Park
Gimbals	Doesn't tell Macy's
Half hitch	2 years in the Navy
Hard alee	Manner of eating
Hatch covers	Egg shells
Hawse	Secretariat
Hull	In one piece
Inshore	Take out a policy
Lanyard	Bernstein's first name
Launch	Noon repast
Leeboard	Singular of les planks
Lie to	Fib
List	Speech impediment
Lubber	Romantic person
Luff	What lubbers do
Main stay	Down East vacation
Maritime	Wedding date
Mast	Religious service
Mizzen	Not there
Outhaul	Yankee Stadium

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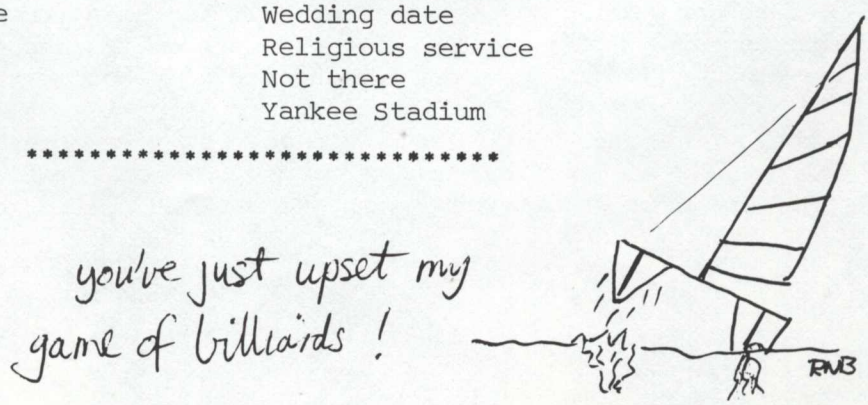


SELF STEERING by Richard Bumpus

Surely all of us at some time or other, must have tried in various ways to make our boats self steer, for a little while anyway. This may have taken the form of balancing the sails and lashing the tiller; bending the sheets to the tiller; using special sails or using some form of the various wind gears that are available. Electronic gears are also possibilities. Such epic races as the Observer Single-handed Transatlantic race and the Round Britain Race have greatly advanced the development of self steering.

It should be appreciated that multihulls can under certain conditions, experience rapid changes in acceleration, which alters the apparent wind suddenly and confuses a wind vane. These conditions occur in strong winds and large seas.

When a multihull surfs down the face of a large wave with a quartering or following wind, the sudden acceleration due to the surfing will make the apparent wind move forward and increase in strength. As the apparent wind moves forward, the vane will take the boat further off the wind to leeward to compensate. In some cases, where the boat speed is greater than the true wind speed, the vane will gybe the boat. (There are one or two specialised self steering gears that will partly lift out of the water or 'auto tilt' due to the force of the water overcoming the weight the gear itself. The auto tilting effect allows the vane to steer the boat on her previous course regardless of the changing apparent wind.)

When a multihull is close-hauled and possibly with her sails just feathered with her vane set accordingly, if her bows get knocked off a few degrees by a wave, she will be close reaching instead of sailing close-hauled and will accelerate. This acceleration causes the apparent wind to move forward again with the result that the vane cannot detect the change in course and the boat thunders on at speed over or through the oncoming waves. when she would otherwise have been going slower for safety.

But for displacement sailing in pleasant breezes, there are many forms of self steering to choose from. The informed student of self steering will doubtless have noted various articles in Practical Boat Owner, and for further information, a text on the subject called SELF STEERING, published by the Amateur Yacht Research Society, can be obtained from Michael Ellison, AYRS, Hermitage, Newbury, Berks,, England.

SELF STEERING is a comprehensive book. All I wish to do is give a brief outline on a wide subject. Self steering falls into several categories:

(a) Sheet to tiller gears

(b) Vanes working directly on the rudder

(c) Vanes working on the rudder by utilising wind or water flow

(d) Gyroscopic gear

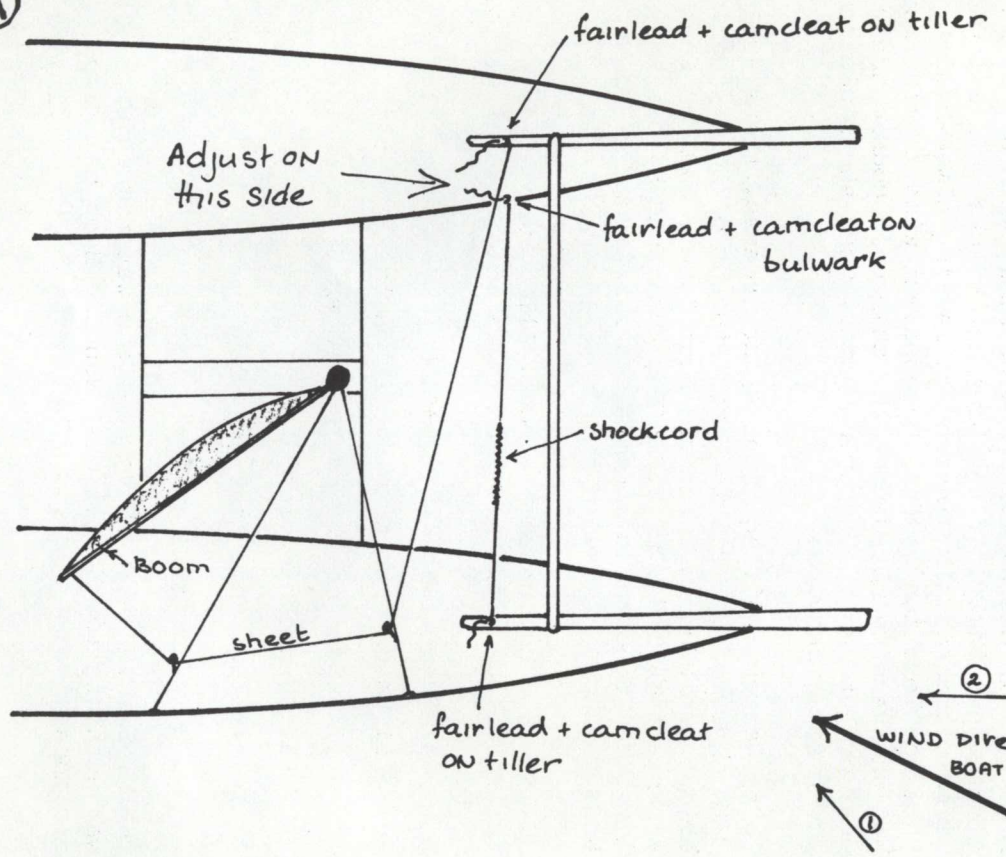
(e) Electronic gear

TYPE (a)

During TEHINI'S transatlantic voyage, she was rigged with a special sail, whose sheet was attached to the tillers. Hanneke Boon has kindly illustrated and described Jim's idea.

WIND AFT OF THE BEAM: (RUNNING → BEAM WIND)

(A)



Situation ①

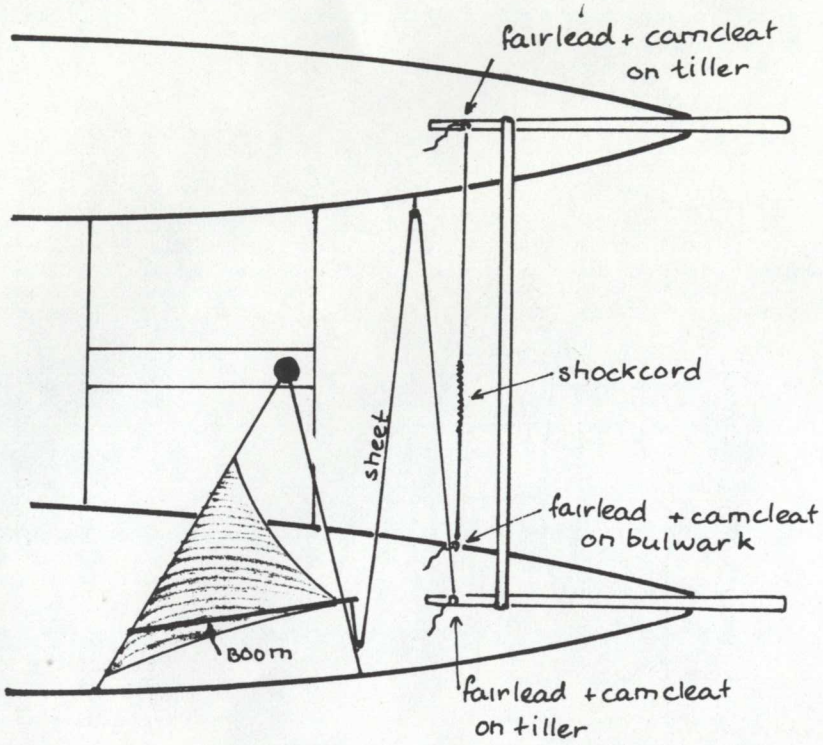
1. Boat is off-course to port
   → wind more on the beam
   → Pressure on sail increases
2. sheet pulls tiller over
3. Boat goes over to starboard and gets back on course

Situation ②

1. Boat is off-course to starboard
   → wind further aft
   → pressure on sail decreases
2. Shockcord pulls tiller over
3. Boat goes over to port and gets back on course

WIND FORWARD OF BEAM: (BEAMWIND → CLOSE HAULED)

Ⓑ

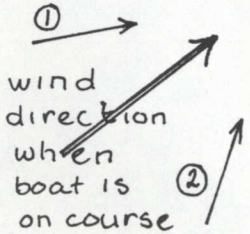


Situation ①

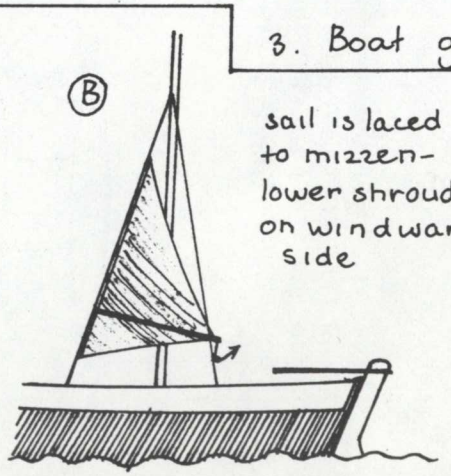
1. Boat off-course to port
   → wind further forward
   → pressure on sail decreases
2. shockcord pulls tiller over.
3. Boat goes over to starboard and gets back on course.

Situation ②

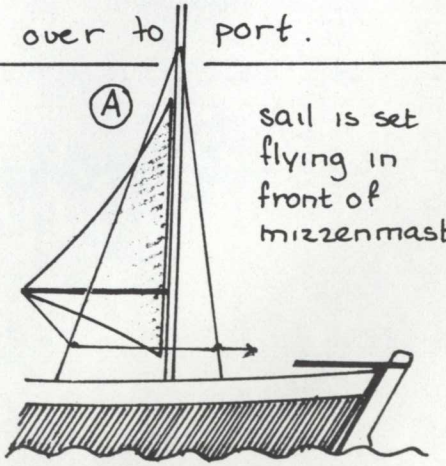
1. Boat is off-course to starboard
   → wind further aft
   → pressure on sail increases
2. sheet pulls tiller over
3. Boat goes over to port.



Sail area appr.
6 × rudderarea
(20 – 30 sqft)



sail is laced to mizzen-lower shroud on windward side



sail is set flying in front of mizzenmast

Hanneke Boon

SELF STEERING

continued.....

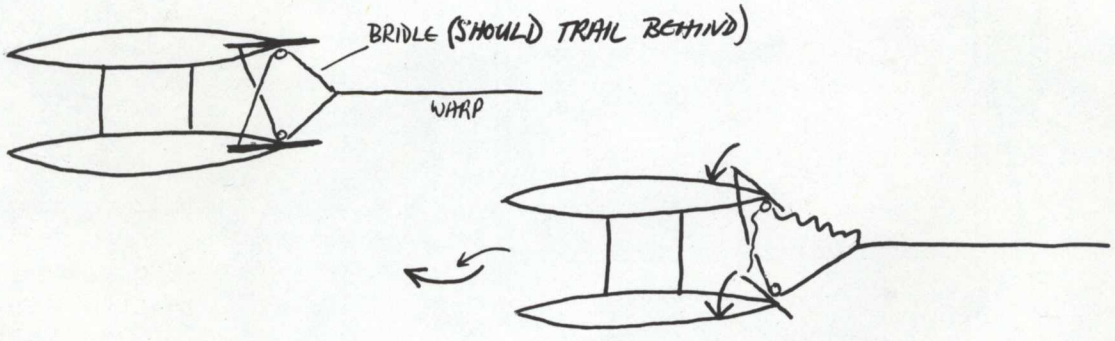
Tom Jones says of his Hinemoa TWO RABBITS.....

"RABBITS is the devil to steer in moderate conditions, but once a reef is in, she will go almost any direction under any combination with shick cords on the steering, Her ability to look after herself in bad weather is uncanny. On the way down (see Over Which Horizon Did You Sail) we were hove to in force 7 under eased storm jib, tillers shock corded slightly alee, pointing about 80° off the wind. We heard a sound like a reaper, followed by a deluge of rain and suddenly it was blowing force 8-9. RABBITS headed off another 60° and surfed downwind for twenty minutes until the squall blew over. When the wind returned to force 7, she headed up again to 80°. None of us touched a line or left the cabins."

George Payne has previously mentioned that RAKA will self steer to windward under headsails alone.

When sailing downwind, self steering can be obtained by dispensing with the mainsail and using twinjibs boomed out, with sheets attached to the tillers.

From an idea suggested in "SELF STEERING", one way to steer down wind in large following seas is to tow a length of warp from a bridle, whose ends run through blocks on the stern of each hull and across to the tiller on the opposite hull. A sudden yaw off course would pull the appropriate warp and straighten the cats direction.



This method, however, does not take into account the wind direction. A vane could be used also.

TYPE (b), (c).

There are two types of wind vane, one being horizontally pivoted, while the other is vertically pivoted. The former type is supposed to produce more power because it's centre of effort is much further from the pivot than the latter type.

The use of a servo-rudder or small auxillary rudder greatly increases the power to steer when used in conjunction with a wind vane.

TO BE CONTINUED IN PART 11

OVER WHICH HORIZON DID YOU SAIL?

TWO RABBITS TO BERMUDA

by Tom Jones.

At the Longhouse, a telegram was received which read thus:

'TEN WET DAYS CAPE WAY TO BERMUDA ALL WELL'

signed TWO RABBITS Tom Jones!

For a variety of economic reasons, Carol and I are not moving to Puerto Rico. Instead, we have bought a summer and weekend place at Cape May, which should make fine stop-off for Polycats.

July 3, Carol and I and Steve Caspar departed Cape May for Bermuda. The first two days were uneventful, except for a squall which blew out the mainsail reefing clew. But the third evening, well into the Gulf Stream, brought clouds and a rising wind, and we were soon down to storm canvas. The next five days it blew force 6 to 8. We tried to work our way south but were carried steadily NE by the stream and the SW wind. When the sky cleared, we had used up our longitude and were still 200 miles north of Bermuda. We had to beat in.

Bermuda must be the most beautiful landfall in the world; limestone cliffs rising from the sea in the dawn, topped by pastel buildings and green trees. We stayed ten days, at the public dock in St. George and at the hospitable Dinghy Club in Hamilton. Everyone was kind, friendly, and helpful. Swimming, snorkling, and sailing in the protected waters was superb. Everything cost a good 150 per cent of Stateside, but it hardly mattered.

Steve decided he had ' had enough blue water sailing for a while', and took a plane home. Carol and I were glad of the opportunity to see whether we manage an ocean passage alone. In the end, we found we missed a crew to share watches and comapny in fair weather, but enjoyed the extra space and carrying capacity, particularly in storms, when RABBITS looks after herself anyway.

We departed Bermuda on July 22, after waiting 6 hours to be sure that the tropical depression over Cuba was dissipating over Florida. For three days we had a picnic, with dry decks and a quartering wind. We flew the squaresail 50 consecutive hours, and one noon to noon run of 112 miles. But then the south wind strengthened, and we were down to working jib sheeted flat amidships, which will yield 135 degreees off the wind on either tack. The wind backed to SE, and we gybed and changed down to 20 sq. ft. storm jib at dusk. The barometer fell .05 and sometimes .01 inch an hour.

Through the night, the wind continued to move around us anti-clockwise, blowing itself out in the morning from the N., and leaving us nearly becalmed in enormous seas. At its height, around midnight, we dropped the storm jib to prevent pitchpoling, and surfed on under barepoles, sometimes rounding up to be lambasted by the breaking crests. Peering through the portholes by flashlight, you couldn't estimate the size of the waves or even distinguish air from water, but the wind in our few little stays was deafening.

By luck, we were in the navigable sector of Hurricane Blanche, but we must have been within a few miles of the eye, with maximum sustained windspeed of 50-60 knots, and waves to match. We are just as glad we didn't realize this was a hurricane until it was over; but in such a storm running off as we did only brings

OVER WHICH HORIZON DID YOU SAIL?

continued.....

you nearer to the eye, and next time I would heave to (polycats do this very well) especially if I were sure I was in the navigable sector. In the other sector, I might just drink! Trailing warps might also be an improvement on surfing, if the boat were big enough to carry sufficient warp. Once in the outward passage we tried a drogue - a 4.00 x 8 tire - but its only usefulness was to chew up 150' of $\frac{3}{8}$" dia. nylon.

When the seas finally died down and the wind returned, we made all sail and crossed the muggy Gulf Stream with no trouble, and with topsail in the daytime. The outward passage took ten days one hour for 660 sea miles and the homeward one twelve hours less.

We do not plan to take TWO RABBITS to Bermuda again. In a hurricane I'das soon be in her as anything, but wave action makes small boats very wet, and limits their ability to carry sail. For the whole trip, we were reefed 55 per cent of the time, under plain sail 21 per cent, and under plain sail and fun sails (topsail and squaresail) 24 per cent . On the trip down, we were reefed a horrendous 77 per cent of the time, and Steve often thought we carried too much. Even on a 30'er, these percentages would be quite different. If reefed, it wouldn't be so far reefed, and could still plough through to its destination, less at the mercy of wind and current.

In addition, Carol and I doubt that we want to spend more than ten consecutive days at sea. We miss the land terribly - plants, animals, and people, not to mention running water, innerspring mattresses, and iced drinks which are hardly possible in a seaworthy boat under 75'. The ocean is fascinating, and porpoises and turtles seem to enjoy it; but they are better adapted to it than - yes, Jim - even a Polycat. We look forward to more cruises, and would eventually like a boat which would cover more ground in ten days.

But it is hard to fault TWO RABBITS, built in three months for $2200 dollars. An Allied 35, perhaps the best ocean going American 35 footer, left New York the same day we left Cape May, and reached Bermuda one day ahead of us. Apart from the mainsail, which we patched next day, and a radar reflector that tore in half in a force 8, we had no gear failures whatsoever.

(In case you hadn't realized it RABBITS is a 23' Hinemoa. See Self Steering section for the way in which RABBITS handles in tough conditions. Ed.)

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It is not what your ship will not do that you want to know to get on terms of successful partnership with her; it is rather, that you ought to have a precise knowledge of what she will do for you when called upon to put forth what is in her by a sympathetic touch.

Joseph Conrad, The Mirror of the Sea.

OVER WHICH HORIZON DID YOU SAIL?

THE RENAISSANCE OF "HINETUATUAI" by Chal Chute

It all began in canoes on the Waveney, outriggers on the farm pond, graduating to balsa wood floats on the surf at Walberswick; all rather unusual forms of floating you may think, but this is surely the path of we Polynesian Catamaran owners or admirers - that of the adventurously experimental and decidely unconventional.

I saw my first Polycat in the Alde. After several humourous trips with Ken Waite, the owner, and less distinguished but horrific solo attempts, I decided that she had to be mine. Following much of Ken's goodwill and sound advice, my Hina was on it's way down to the waters of Chichester Harbour, on the back of a Felixstowe container truck; their smallest at 40 ft. ! Expensive, but in professional hands.

This was 1973, and I decided she needed a very thorough overhaul from barewood upwards, inside and out. I preceeded to spend seven weeks camping by the shores of Dell Quay, earning cash for materials by working as a barman at the Crown and Anchor, and spending all spare time on refitting. Since she was destined to be in the water or in a mud berth all the year round, and as I seem to have an addiction for sandy beaches, muddy creeks and shingly landings in the weirdest of places, I decided to laminate herkeels up to the water line. This at first seems a dauntless task but, with advice from Miles Wilkins, who specialises in fibreglass in the area, the method and procedure is really straightforward. So long as you keep to the rules which have been discussed in earlier articles:- be bold even a novice can do it, and in the longterm it must pay.

It was a wonderful summer and the tight schedule I worked out would hopefully give me two-three weeks in August. All builders of Polycats time and time mention the support and encouragement they receive from friends and those not familiar with the shapes. Many such people, enquirers, local fishermen and local club sailing members sustained my zeal to complete the job, in a most warm and genuinely interested manner - however, one must be prepared to pause at, perhaps a critical moment to answer their queries.

She needed a name and one that reflected her ethnic origins and undoubted feminine flair for the waves. Anna Barclay, my constant companion and crew, and I scoured New Zealand House and with the help of the Librarian came up with "Hinetuatuai" - Maori for "Maid of the Surf", a more appropriate and delightfully sounding name I could not wish to find. (Incidentally, a miniature bottle of Hine cognac has long been instated at the base of the mast, to invoke the good spirits of the Maori Goddesses!)

The official launching and christening took place on a beautiful afternoon in front of an eagerly expectant crowd of beer drinkers on the pub's lawn. What their reaction or comment was, I do not know since I was very soon sound asleep and blissfully happy on the deck of a gently floating Polycat. Naturally we had shared the champagne.

With the old spritsail rig aloft, there followed a week or so of splendid sailing. She proved just the boat for picnicing on or off beaches, snuggling up alongside wharfs behind which lay alcoholic promise - and yet more inquisitive looks. In the evenings, peaceful moments around the camp-fire side long into the fine summer nights.

OVER WHICH HORIZON DID YOU SAIL?

continued.....

One day I left "Hinetuatuai" anchored in West Wittering Creek, to return two days later and, to my horror, found she had disappeared. On hearing about recent gales and great damage all along the coast, I had visions of her becoming the first helmless competitor in the Round the World Race ! Seriously though, after that initial stomach gripping feeling and putting factors of wind direction, force, tidal streams and times together, I found her, not two weeks after being a beautiful lady, now a dismal and most unpretty floundering wreck!

Amazingly though she had withstood the pounding of a rocky lee shore and had not even broken a seam, let alone become dismembered. The damage was thankfully superficial; mast ripped off, sails torn beyond repair, rudders and skegs come away, as well as one or two nasty inroads into the lamination. The cause of all this misery quite simply adds weight to the article on anchors and chain. I had used the right weight anchor for the bottom (CQR) and perhaps sufficient weight (15 lbs) but alas pitiful chain. 15 to 20 feet of chain would have saved much trouble. Now I am armed with 1 20 lb. CQR and a 15 lb. Fishermanand have experienced no trouble in recent storms.

While Dick Wyche and Rod Wilson nobly undertook the repairs, it seemed a good idea to incorporate some ideas for improvement which were noticed on the trial run. (These were described in the April 75 issue. Ed.) A new mainsail cut by Bowker and Bud at Bosham has confirmed my faith in the sprit sail. Apart from its romantic and aesthetic qualities, it is extremely simple and workmanlike to use (once you have got used to all the lines) and furthermore it is easily handled and brailed by a sick and tired man. A roller reefing foresail handled from the cockpits would complete the system.

Hinetuatuai's performance has even surprised me. Not once has she been overtaken or outsailed in the two weeks cruising of summer last year. On the issue of pointing, she held her own with Wayfairers and other dinghys beating against the wind and tide down Bosham Channel (not noted for its sparsity in anchorages). Broad reaching in a stiff breeze is tremendously exciting.

Like James Briggs and others, I find the hull shape does not ride kindly in short choppy seas of the solent areas.
It seems best to arrange one's gear at either end, in the hope of finding it again. On this point I sympathise with Ginny Huebsch on the matter of storing food and equipment and its availability. I think we have to accept this to be part of the restrictions in size and space. One tip - find the right shaped boxes to slide along the stringers. In the space under there, as under bunk boards. you can usefully stow soft crumple bedding/sailing gear.

I feel that we Polycat admirers share an empathy towards a simple better life which at times takes us into another world. This for me is embodied in a week or two based up Fishbourne Creek, cooking and pottering, painting and bird watching, living in a simple style away from the hum-drum material, expensively leisure-orientated society from which a Polycat makes it so much easier to escape.

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OVER WHICH HORIZON DID YOU SAIL?

THE SEA AND I

by Sheila Johnson,
Sheerness, Kent.

Five years ago my husband built a Tane. I had a wonderful interest in watching that 'cat' grow from week to week, until it was finally completed.

Then the day of the launching arrived and all my plans for the maiden voyage disappeared. Fear took me over like a freak wave, and there I was left standing gazing after this very special 'cat' on which I had planned to sail. For two years after the launching, I never saw the boat again, until finally one day on a Sunday while sitting alone, I discovered that I had become a grass widow. It was time that I became a mermaid instead. All was well until I reached Queenborough hard and once again tnat dreadful demon called 'fear' gripped me. With a little help I got into the dinghy and off we sped to the cat. I then worried about how I would get from the dinghy onto the cat, but once alongside peace of mind prevailed and then all was plain sailing, most of the time.

Then I did a thing I never expected to do. I accompanied my husband as part of the crew on the Squibb-Mortain's Narai, which was sailing home from Dover to Queenborough in December '73. We departed Dover about 6.30 a.m. I stayed in the galley while the rest of the crew went about their chores on deck. Suddenly everything started tumbling down on me. It was pointless trying to replace anything, as I soon discovered it was blowing force 7-8.

I saw these almighty waves tower away up over us and expected to be swallowed up at any minute, but we were fine. Gradually I got used to this scene and began to take an interest in the chart and kept a lookout for various buoys, which would guide us safely home. I admit I had a few scares still. However, by the time we reached Queenborough, it was all plain sailing and the calmness of the crew did wonders for me. The voyage had taken eight hours, during which time I had forgotten my fears and enjoyed the trip. Now I wouldn't miss a days sailing for anything.

I enjoy our holidays away sailing on the Tane, although I still get a little anxious at times, but nevertheless, I still like the sea. But I did have one nasty experience last year after leaving Woodbridge. It seemed as though water was bursting in from all directions. We were being thrown about in all directions and I could have died. To crown the whole situation, a big barrel shaped buoy bashed into us! I was grateful for calmer waters. We had a super sail on to Burnham on Crouch, where one of our crew left us, and where we stayed for a couple of days because of bad weather, including a thunderstorm. We had a very happy sail back to Sheerness, where we got the wash of a large ship which didn't scare me although we were thrown around a lot.

At last I was a woman at sea and to this day I can't imagine what scared me or why I had been living with such a fear of the sea. So long as the boat is properly equipped with all the right necessities, there is no need for fear. I think I can now say that I am all ship shape for the future. And I consider myself a lucky woman to be able to spend my spare time sailing and to be enjoying what others long to do. I know there must be other women who have suffered as I have, so I would say to you all, "Ahoy there you non-sailing ladies, get with it, and join the fun. You don't know what you are missing."

WELL SAID SHEILA !

SURVIVAL

I wonder how many people ever think about surviving in adverse conditions, let alone try to do anything about it is a constructive manner when everything is going for them? Here are two worthwhile articles which should be given some thought.

Survival at sea by David C. Lewis.

The main concern of shipwrecked sailors is water as food is nowhere near so important for survival. Without food you could last 40 days or more, (74 days is the authenticated record) but without water, only a few days are expected. Experiments have been carried out by the Royal Navy Research Committee. These have shown that the dangers of drinking sea water are very serious indeed. The experiences of shipwrecked sailors in World War 11 showed that of those who drank sea water, 40% died compared with 4% of those who did not. Sea water contains 3.5% salts and the kidneys cannot secrete a urine with a concentration greater than the equivalent of 2% sodium chloride (ordinary table salt). The results are obvious - the salts in the body fluids must increase and eventually cause death Also since urine is concentrated when water intake is minimal, it is useless to drink it (urine) as its salt and urea content will be at its maximum.

What should you do if adrift? First do not drink anything for 24 hours. This will lead to a decreased flow of urine (which will become highly concentrated). Following the first day of thrist you should take an adequate supply of water each day, about 1 litre. If the water supply is not too small, then there is little point in taking much less than this amount as a daily ration - it would be ironical to die of thirst whilst still having some water in store. The minimum daily intake should not be less than $\frac{1}{4}$ litre regardless of how long the supply will last, at this rate of consumption. If less is taken, then the damage to the body and its organs may be irreversible and even if rain comes, your condition could be such that it might be too late to do you any good.

In order to prolong survival, as little physical activity as possible should be undertaken and good protection from sun and wind devised. These precautions are aimed at reducing the loss of body fluid caused by increased kidney activity as a result of any muscular effort, or by sweating and evaporation. If in a cold sea area such as the North Atlantic or North Sea, then protection from cold is also essential.

Rain is not uncommon at sea, so the chances of replenishing water supplies are high. If no containers are available for storage of water, then it is possible to drink the top layer of the sea water immediately after heavy rain.

Food intake should be kept minimal as this uses up valuable body of fluids in the digestion and secretion of its waste products. The Robertsons drank turtle blood as a substitute for water, but the desirability of doing so has not been settled one way or the other, although medical opinion seems to be in favour of it. Survival rations should be low in protein content. Carbohydrates are best e.g. Sugar, rum flavoured fudge should prove popular and it has a long storage life.

Looking on the cheerful side, we can all take heart from the fact that practically all shipwrecked sailors are picked up and survive to tell the tale. This information could be a powerful morale booster and prevent some from dying of depression before they are dead.

SURVIVAL

HOW TO SURVIVE ON NOTHING IN 1984

by Roy and Jean Tattersall,
Ottowa, Ontario, Canada.

Let us face facts! Within the lifetime of even the most senior Polynesian catamaran builder, shortage of fuel and food throughout the world will become very critical, Should not we, or at least some of us, be putting our minds towards research into the ultimate means of survival in a world bereft of 'luxuries' such as petrol, paraffin, liquid gas; and the traditional food supplies will be fought over by the billions of semi-starving people on all the land masses.

We have made a good start, in having built, or started to build a craft that can move primarily on the wind. Now, how about looking at the next stage of the survival kit? What happens if we no longer have any auxillary power? Can 'sweep oars' be designed to scull, say an Oro or a Tehini into and out of harbours? Has anyone yet found an efficient wind generator for charging batteries? How about two large solar-panel heat collectors on the foredecks of our 'cats', to supplement the power supplied by the wind generator? Solar stills to produce fresh water from sea water are already on the market, but what about oil for our cooking and lamps?

Cooking could be managed with a combination of solar heat and a wood/charcoal/coal stove, but does anyone know how to produce fish or whale oil?, for lamps any more?

Then there is food (or lack of same). We could eat fish of course, that is if by that time there are any fish left in the seas containing enough mercury or strontium to suit our tastes. What of plankton? We are told that this is the wonder food of the future, and certainly it is the builder of beautiful bodies of whales. But has anyone yet tried seriously to supplement their diet with 'plankton soup' or 'plankton flour' ? Sir Francis Chichester had problems with his egg supply going bad. Surely the answer to this is a chicken coup; and for those who crave exotic (and essential. Ed.) vitamin B complexes, how about nanny goats? Then you have a supply of milk and yogurt. This together with soya-bean sprouts should take care of the protein. As for fresh veg. a few packets of mustard-cress, and lettuce seed should suffice. Whilst we are going on almost essentials, can a decent tobacco be made from dried seaweed?

Much of this article obviously has a tongue in cheek flavour - and we didn't even mention the bar-b-qued seagull! But the author seriously feels that 'someone' should set out on a three year cruise in a Polynesian catamaran, and sans power, money, fresh water and normal food supply, come back and write a best seller 'How to survive on nothing in 1984'.

The little man on my sail was just heard to say:

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PORT OF MISSING SHIPS by James Wharram.

This year, it is sad to report the first deaths at sea after the wrecking of a Polynesian Catamaran, an Oro. This report appeared in the Rand Daily Mail, 24th June, 1975.

"Cape Town - Was the crew of six on the Pretoria built catamaran GIRASOL, missing off Madagascar, trapped under the twin hulls when the 15m craft flipped on its back in a squall"?

It was followed by several hundred words, in general, on the dangers of multihull sailing. On this, and other reports, an informal Polynesian Catamaran investigation, came to the conclusion that the boat, Kali Liebenberg's GIRASOL had not flipped, but been in a collision. The finding and return of one hull to Cape Town, proved the Polynesian Catamaran investigation correct in that it was reported in the Rand Daily News, 28th August, 1975 that:-

"Yesterday's statement issued jointly by the Offshore Yachting Committee and the Port Captain read: 'The port hull brought in by the Jacaranda had some two metres of the bow section missing. The appearance of this section indicated an extremely heavy and violent collision. Barnacles were adhering to the severed section, pointing to the fact that the collision was not recent. There is no sign of structural failure due to any sea conditions or design fault."

The final chapter of the tragedy ended when the other hull was found on a lonely beach on the Natal North coast, covered in barnacles and muscles. This reported in the Sunday Express published in Johannesburg on October 5th 1975.

Conclusion

That perhaps the biggest danger to sailing boats at sea, at the present time is being run down.

2. Don Ward's Oro

After 8 summers of building a perfect Oro, just prior to launching, a fire swept over the building site and completely destroyed the boat and its ocean ready contents.

Conclusion

There are none. It is just one of those things that could have been eased slightly if the boat had been insured.

3. Tehini KHORYSKO

The Tehini was built in France by Serge, Isabelle and Barnardo, and lost this year. Serge and Barnardo had taken on a scratch crew of 2 inexperienced Englishmen, and were running before a force 8 gale, 60 miles off the coast of Morocco, bound for the Canaries. Sail set: a large headsail; boat speed: reputed to be 18 knots. Serge and Barnardo left the inexperienced alone for 6 hours on night watch, each steering three hours. Serge was called out on deck to look at the "funny white water". They had been steering off course into the coast and were grounding in the midst of great breakers. The boat survived undamaged on a falling tide. They laid out anchors to haul her off on the incoming tide. The wind was calculated by Serge to be up to force 9. The anchor warps parted and the boat was smashed on the cliff face behind the beach and became a total loss. For two weeks, the shipwrecked crew lived in fear for their lives from the Bedoin.

Conclusion

Never leave an inexperienced crew alone too long on watch.

PORT OF MISSING SHIPS

4. Oro SOUTHERN LION

She was a beautifully built Oro. Few details are known, except that she dragged her anchor in an onshore gale in Majorca. Again a total loss.

Conclusions

Insufficient information.

5. Finally a capsize, as reported in the Fall 1975 issue of the American magazine 'Multihulls':

"Whip-Poor-Will, a 27 ft. Wharram Cat, is owned by Sheldon and Dorothy Lipski, of Northport, L.I. The Lipskis have two guests on board and they are coming back from Stratford. The wind is '15 to 20 knots with higher gusts', but the seas off Eaton's Neck Lighthouse are always choppier than the wind conditions warrant, because of the tide rips.

After a long five-hour trick, Lipski has given the helm to an inexperienced guest, and while relaxing he does not notice that the leeward hull is sinking deeper and deeper. When he finally notices it, a quick glance in a hatch shows the hull to be nearly full of water. The only salvation now is to put the boat on the other tack and hope that the wind pressure on the sails will counterbalance the water-filled hull long enough to bail her out.The now very sluggish cat does not want to tack, so the skipper tries to jibe her. By now, the wind which has been making up is in the 'higher gusts' category and over she goes, doing 150°.

"If you're going to do something crazy like this", mutters Lipski, "it might as well be in sight of a Coast Guard station". The Eaton's neck Guardsmen are soon there and they're great. But try as they may, they are unable to right the overturned cat. They call in a commercial salvage outfit (or is it savage?). These chaps go to it with grapnel hooks and proceed to tear out large chunks of glass-ply and to break the aluminium mast before righting cat.

Three weeks later, the boat is in sailing trim again. The lessons learnt by the skipper:-

1. always be alert.
2. put foam flotation in the hulls to increase buoyancy.
3. don't turn the helm over to an inexperienced crew in anything but calm water."

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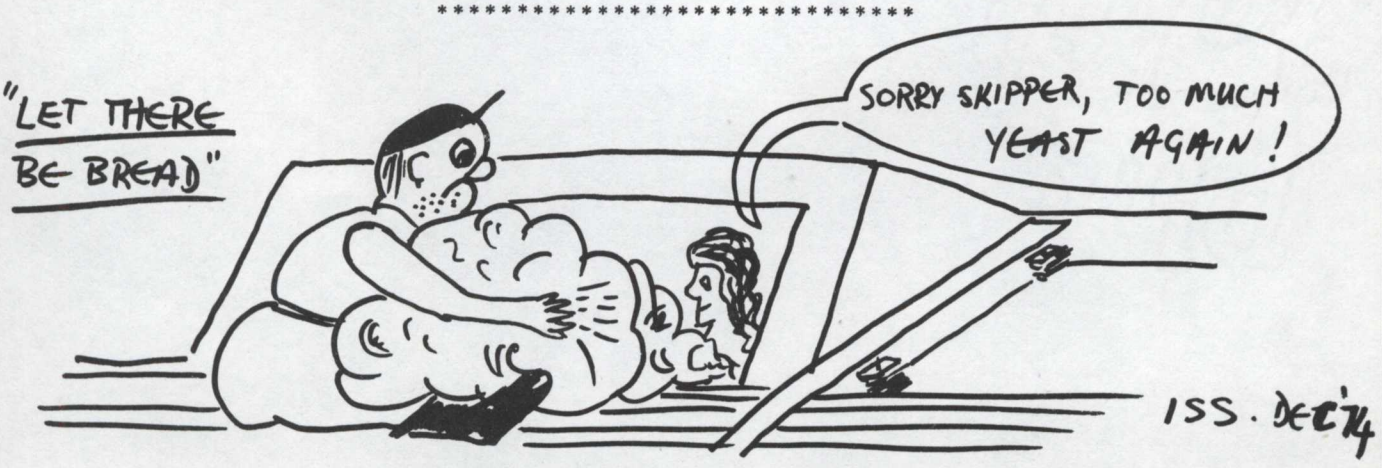
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